

## APPENDIX.

### ACCOUNTS AND ESTIMATES.

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*General Statement of the Accounts and Estimates of the Revenue  
India, in India*

		RECEIPTS.			
		ACCOUNTS, 1893-94.	BUDGET ESTIMATE, 1894-95.	REVISED ESTIMATE, 1894-95.	BUDGET ESTIMATE, 1895-96.
Revenue—					
Principal Heads of Revenue—					
Land Revenue . . . . .	A	25,589,609	25,703,600	25,508,700	26,369,600
Opium . . . . .	...	6,627,571	6,393,600	7,322,000	6,860,600
Salt . . . . .	...	8,228,876	8,629,200	8,645,700	8,694,300
Stamps . . . . .	...	4,509,351	4,561,800	4,620,400	4,648,200
Excise . . . . .	...	5,388,573	5,317,600	5,513,100	5,534,300
Customs . . . . .	...	1,682,373	2,872,900	3,803,000	4,814,700
Other Heads . . . . .	...	8,167,247	8,127,400	8,218,000	8,307,300
TOTAL PRINCIPAL HEADS RX.		60,193,600	61,606,100	63,630,900	65,229,000
Interest . . . . .	A	875,487	856,800	818,500	805,100
Post Office, Telegraph, and Mint . . . . .	"	2,747,714	2,656,500	2,667,400	2,781,000
Receipts by Civil Departments . . . . .	"	1,631,302	1,611,700	1,602,800	1,630,200
Miscellaneous . . . . .	"	999,149	982,700	1,110,200	953,900
Railways . . . . .	"	20,296,973	20,408,400	21,212,300	21,536,800
Irrigation . . . . .	"	2,296,409	2,463,800	2,435,600	2,484,300
Buildings and Roads . . . . .	"	674,354	629,200	681,800	652,400
Receipts by Military Department . . . . .	"	850,226	809,700	994,600	851,600
TOTAL REVENUE RX.		90,565,214	92,024,900	95,154,100	96,924,300
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred) . . . . .	C	4,043,311	...	4,765,500	...
Temporary Debt (net Incurred) . . . . .	"	6,000,000	2,300,000	...	...
Unfunded Debt (net Incurred) . . . . .	"	559,960	490,500	360,000	522,300
Deposits and Advances (net) . . . . .	"	4,344,848	...	925,600	...
Loans and Advances by Imperial Government (net Receipts) . . . . .	"	1,021,591	1,900	127,400	...
Remittances (net) . . . . .	"	...	...	...	...
Secretary of State's Bills drawn . . . . .	"	9,530,235	17,000,000	17,000,000	17,000,000
TOTAL RECEIPTS		116,065,159	111,817,300	118,362,600	114,446,600
Balance on 1st April—India . Rx.	...	15,271,756	26,251,756	25,565,588	22,679,488
England . £	...	2,268,388	959,988	1,300,564	2,446,164
GRAND TOTAL		133,605,303	139,029,044	145,228,752	139,572,252

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT ;  
The 21st March 1895.

H. G. COWIE,  
Deputy Comptroller General

*and Expenditure and Receipts and Disbursements of the Government of  
and in England.*

		For details vide Statement.	DISBURSEMENTS.			
			ACCOUNTS, 1893-94.	BUDGET ESTIMATE, 1894-95.	REVISED ESTIMATE, 1894-95.	BUDGET ESTIMATE, 1895-96.
<b>Expenditure—</b>						
Direct Demands on the Revenues . . . . .	B		9,865,577	10,662,600	9,892,600	11,280,500
Interest . . . . .	"		4,446,369	4,611,400	5,079,300	4,115,500
Post Office, Telegraph, and Mint . . . . .	"		2,550,670	2,595,800	2,491,600	2,657,500
Salaries and Expenses of Civil Departments . . . . .	"		14,637,840	14,959,200	14,902,400	15,379,500
Miscellaneous Civil Charges . . . . .	"		5,646,877	5,754,000	6,097,700	6,103,700
Famine Relief and Insurance . . . . .	"		1,117,801	55,000	51,500	55,000
Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	"		73,903	24,400	20,100	9,400
Railway Revenue Account . . . . .	"		21,832,476	22,538,300	23,629,400	23,685,000
Irrigation . . . . .	"		2,862,567	2,909,400	2,981,800	3,050,500
Buildings and Roads . . . . .	"		5,810,852	5,489,100	5,352,500	5,817,000
Army Services . . . . .	"		23,253,597	23,759,700	24,134,300	25,193,100
Special Defence Works . . . . .	"		324,974	152,300	184,600	154,700
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL Rx.	...		92,423,503	93,511,200	94,817,800	97,501,400
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year . . . . .	End of B		100,777	...	55,100	...
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances . . . . .	"		412,068	1,184,400	709,300	623,300
TOTAL EXPENDITURE CHARGED AGAINST REVENUE Rx.	...		92,112,212	92,326,800	94,163,600	96,878,100
<b>Expenditure not charged to Revenue—</b>						
Capital Outlay on Railways and Irrigation Works Rx.	End of B		3,621,252	4,000,000	5,200,000	4,400,000
<b>Debt, Deposits, and Advances—</b>						
Permanent Debt (net Discharged) . . . . .	C		...	151,000	...	890,100
Temporary Debt (net Discharged) . . . . .	"		...	...	4,000,000	...
Deposits and Advances (net) . . . . .	"		...	641,400	...	823,200
Loans and Advances by Imperial Government (net Advances) . . . . .	"		...	...	...	49,500
Loans and Advances by Provincial Governments (net Advances) . . . . .	"		195,799	493,000	277,500	463,500
Capital of Railway Companies (net Payments) . . . . .	"		711,466	1,013,900	727,800	619,000
Remittances (net) . . . . .	"		138,246	7,200	201,900	2,500
Secretary of State's Bills paid . . . . .	"		9,960,176	17,000,000	15,532,300	17,706,800
TOTAL DISBURSEMENTS . . . . .	...		106,739,151	115,633,300	120,103,100	121,833,100
Balance on 31st March—India . Rx.	...		25,565,588	21,684,256	22,679,488	16,062,688
England . £	...		1,300,564	1,711,488	2,446,164	1,676,464
GRAND TOTAL . . . . .	...		133,605,303	139,029,044	145,228,752	139,572,252
Revenue . . . . .			90,565,214	92,024,000	95,154,100	96,924,300
Expenditure chargeable thereon . . . . .			92,112,212	92,326,800	94,163,600	96,878,100
Surplus (+) or Deficit (—) . . . Rx.			—1,546,998	—301,900	+990,500	+46,200

A. F. COX,  
Offg. Comptroller General.

STEPHEN JACOB,  
Offg. Secretary to the Government of India.



## A.—STATEMENT of the REVENUE of

HEADS OF REVENUE.	ACCOUNTS, 1893-94.					REVISED	
	INDIA.		England.	Exchange.*	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
<b>Principal Heads of Revenue—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
I.—Land Revenue . . . . .	16,471,559	9,118,050	...	...	25,589,609	16,641,600	8,867,100
II.—Opium . . . . .	6,627,571	...	...	...	6,627,571	7,322,000	...
III.—Salt . . . . .	8,202,329	26,547	...	...	8,228,876	8,613,400	32,300
IV.—Stamps . . . . .	1,190,868	3,318,483	...	...	4,509,351	1,223,200	3,397,200
V.—Excise . . . . .	4,079,112	1,309,461	...	...	5,388,573	4,176,300	1,336,800
VI.—Provincial Rates . . . . .	2,946	3,511,625	...	...	3,514,571	4,200	3,559,000
VII.—Customs . . . . .	1,663,577	18,796	...	...	1,682,373	3,779,200	23,800
VIII.—Assessed Taxes . . . . .	995,947	743,224	...	...	1,739,171	1,028,300	765,000
IX.—Forest . . . . .	1,009,091	713,931	...	...	1,723,022	949,100	698,900
X.—Registration . . . . .	209,405	206,741	...	...	416,146	209,300	206,400
XI.—Tributes from Native States . . . . .	774,337	...	...	...	774,337	797,800	...
<b>TOTAL</b>	<b>41,226,742</b>	<b>18,966,858</b>	<b>...</b>	<b>...</b>	<b>60,193,600</b>	<b>44,744,400</b>	<b>18,886,500</b>
<b>XII.—Interest . . . . .</b>	<b>714,895</b>	<b>144,026</b>	<b>10,041</b>	<b>6,525</b>	<b>875,487</b>	<b>662,700</b>	<b>149,400</b>
<b>Post Office, Telegraph, and Mint—</b>							
XIII.—Post Office . . . . .	1,553,651	7,612	...	...	1,561,263	1,618,300	7,900
XIV.—Telegraph . . . . .	955,696	...	2,061	1,339	959,096	1,000,600	...
XV.—Mint . . . . .	227,355	...	...	...	227,355	32,500	...
<b>TOTAL</b>	<b>2,736,702</b>	<b>7,612</b>	<b>2,061</b>	<b>1,339</b>	<b>2,747,714</b>	<b>2,651,400</b>	<b>7,900</b>
<b>Receipts by Civil Departments—</b>							
XVI.—Law and Justice { Courts . . . . .	20,014	352,391	...	...	372,405	19,600	346,100
Jails . . . . .	42,269	263,922	...	...	306,191	39,500	266,200
XVII.—Police . . . . .	14,640	402,891	...	...	417,531	17,100	384,700
XVIII.—Marine . . . . .	25,878	126,546	...	...	152,424	17,100	130,100
XIX.—Education . . . . .	1,256	214,922	...	...	216,178	1,600	210,600
XX.—Medical . . . . .	323	71,621	1,934	1,257	75,135	300	77,400
XXI.—Scientific and other Minor Departments . . . . .	10,981	79,530	562	365	91,438	9,600	79,300
<b>TOTAL</b>	<b>115,361</b>	<b>1,511,823</b>	<b>2,496</b>	<b>1,622</b>	<b>1,631,302</b>	<b>104,800</b>	<b>1,494,400</b>
<b>Miscellaneous—</b>							
XXII.—Receipts in aid of Superannuation, etc. . . . .	166,975	49,177	97,904	63,625	377,681	162,700	46,500
XXIII.—Stationery and Printing . . . . .	30,802	53,696	...	...	84,498	33,700	52,100
XXIV.—Exchange . . . . .	106,920	...	...	...	106,920	190,300	...
XXV.—Miscellaneous . . . . .	113,124	308,342	5,203	3,381	430,050	114,800	327,500
<b>TOTAL</b>	<b>417,821</b>	<b>411,215</b>	<b>103,107</b>	<b>67,006</b>	<b>999,149</b>	<b>501,500</b>	<b>426,100</b>
<b>Railways—</b>							
XXVI.—State Railways (Gross Receipts) . . . . .	15,882,589	996,138	230	150	16,879,107	17,059,100	1,074,900
XXVII.—Guaranteed Companies (Net Traffic Receipts) . . . . .	3,383,812	...	...	...	3,383,812	3,039,000	...
XXVIII.—Subsidized Companies (Repayment of Advances of Interest) . . . . .	34,054	...	...	...	34,054	38,900	...
<b>TOTAL</b>	<b>19,300,455</b>	<b>996,138</b>	<b>230</b>	<b>150</b>	<b>20,296,973</b>	<b>20,137,000</b>	<b>1,074,900</b>
<b>Irrigation—</b>							
XXIX.—Major Works: Direct Receipts . . . . .	604,462	745,223	...	...	1,349,685	654,700	701,600
Portion of Land Revenue due to Irrigation . . . . .	746,926	...	...	...	746,926	879,400	...
XXX.—Minor Works and Navigation . . . . .	54,240	145,558	...	...	199,798	46,800	153,100
<b>TOTAL</b>	<b>1,405,628</b>	<b>890,781</b>	<b>...</b>	<b>...</b>	<b>2,296,409</b>	<b>1,580,900</b>	<b>854,700</b>
<b>Buildings and Roads—</b>							
XXXI.—Military Works . . . . .	45,894	...	...	...	45,894	56,800	...
XXXII.—Civil Works . . . . .	16,641	569,206	25,828	16,785	628,460	14,200	563,700
<b>TOTAL</b>	<b>62,535</b>	<b>569,206</b>	<b>25,828</b>	<b>16,785</b>	<b>674,354</b>	<b>71,000</b>	<b>563,700</b>
<b>Receipts by Military Department—</b>							
XXXIII.—Army: Effective . . . . .	694,482	...	39,636	25,758	759,876	790,000	...
Non-effective . . . . .	73,761	...	10,055	6,534	90,350	82,500	...
<b>TOTAL</b>	<b>768,243</b>	<b>...</b>	<b>49,691</b>	<b>32,292</b>	<b>850,226</b>	<b>872,500</b>	<b>...</b>
<b>TOTAL REVENUES</b>	<b>66,748,382</b>	<b>23,497,659</b>	<b>193,454</b>	<b>125,719</b>	<b>90,565,214</b>	<b>71,326,200</b>	<b>23,457,600</b>

\* The columns headed "Exchange" show under the several heads of Revenue and Expenditure which include transactions in England Exchange thereon calculated in accordance with the average Rate obtained or estimated to be obtained for Bills and Telegraphic Transfers sold during the year.

*INDIA, in India and in England.*

ESTIMATE, 1894-95.				BUDGET ESTIMATE, 1895-96.						
England.	Exchange.* 13'09d. (£1=R18½).	TOTAL.	Increase + Decrease— of Revised, as com- pared with Budget Estimates, 1894-95. (Excluding Ex- change.)	INDIA.		England.	Exchange* 13'09d. (£1=R18½).	TOTAL.	Increase + Decrease— of Budget, 1895-96, as com- pared with Budget Esti- mates, 1894-95. (Excluding Ex- change.)	Increase + Decrease— of Budget, 1895-96, as compared with Revised Estimates, 1894-95. (Excluding Ex- change.)
				Imperial.	Provincial and Local.					
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
...	...	25,508,700	-194,900	16,788,700	9,580,900	...	...	26,369,600	+666,000	+860,900
...	...	7,322,000	+928,400	6,860,600	...	...	...	6,860,600	+467,000	-461,400
...	...	8,645,700	+16,500	8,659,700	34,600	...	...	8,694,300	+65,100	+48,600
...	...	4,620,400	+58,600	1,232,600	3,415,600	...	...	4,648,200	+86,400	+27,800
...	...	5,513,100	+195,500	4,191,700	1,342,600	...	...	5,534,300	+216,700	+21,200
...	...	3,563,200	+37,900	4,200	3,645,800	...	...	3,654,000	+128,700	+98,800
...	...	3,803,000	+930,100	4,789,600	25,100	...	...	4,814,700	+1,941,800	+1,011,700
...	...	1,793,300	+52,400	1,028,200	771,000	...	...	1,799,200	+58,300	+5,900
...	...	1,648,000	+2,000	950,600	691,600	...	...	1,642,200	-3,800	-5,800
...	...	415,700	-24,300	212,600	209,800	...	...	422,400	-17,600	+6,700
...	...	797,800	+22,600	789,500	...	...	...	789,500	+14,300	-8,300
...	...	63,630,900	+2,024,800	45,508,000	19,721,000	...	...	65,229,000	+3,622,900	+1,598,100
3,500	2,900	818,500	-34,100	634,600	161,300	5,000	4,200	805,100	-48,800	-14,700
...	...	1,626,200	+31,200	1,679,300	8,200	...	...	1,687,500	+92,500	+61,300
4,400	3,700	1,008,700	+14,900	1,026,500	...	5,100	4,200	1,035,800	+41,500	+26,600
...	...	32,500	-35,200	57,700	...	...	...	57,700	-10,000	+25,200
4,400	3,700	2,667,400	+10,900	2,763,500	8,200	5,100	4,200	2,781,000	+124,000	+113,100
...	...	365,700	-12,900	18,800	352,400	...	...	371,200	-7,400	+5,500
...	...	305,700	-18,300	42,200	274,400	...	...	316,600	-7,400	+10,900
...	...	401,800	+3,000	16,700	397,000	...	...	413,700	+14,900	+11,900
...	...	147,200	+9,000	12,900	129,400	...	...	142,300	+4,100	-4,900
...	...	212,200	-1,100	1,900	213,300	...	...	215,200	+1,900	+3,000
1,700	1,400	80,800	+10,300	300	75,500	1,600	1,400	78,800	+8,300	-2,000
300	200	89,400	+1,000	9,900	82,000	300	200	92,400	+4,000	+3,000
2,000	1,600	1,602,800	-9,000	102,700	1,524,000	1,900	1,600	1,630,200	+18,400	+27,400
94,600	78,800	382,600	+8,100	152,800	46,900	93,500	77,900	371,100	-2,500	-10,600
...	...	85,800	+1,500	30,900	53,700	...	...	84,600	+300	-1,200
...	...	190,300	+40,300	88,400	...	...	...	88,400	-61,600	-101,900
5,000	4,200	451,500	+64,400	98,000	307,200	2,500	2,100	409,800	+24,800	-39,600
99,600	83,000	1,110,200	+114,300	370,100	407,800	96,000	80,000	953,900	-39,000	-153,300
200	200	18,134,400	+1,194,400	16,955,000	1,046,500	200	200	18,001,900	+1,061,900	-132,500
...	...	3,039,000	-406,500	3,495,000	...	...	...	3,495,000	+49,500	+456,000
...	...	38,900	+15,900	39,900	...	...	...	39,900	+16,900	+1,000
200	200	21,212,300	+803,800	20,489,900	1,046,500	200	200	21,536,800	+1,128,300	+324,500
...	...	1,356,300	-35,300	735,800	614,500	...	...	1,350,300	-41,300	-6,000
...	...	879,400	+10,900	929,700	...	...	...	929,700	+61,200	+50,300
...	...	199,900	-3,800	51,100	153,200	...	...	204,300	+600	+4,400
...	...	2,435,600	-28,200	1,716,600	767,700	...	...	2,484,300	+20,500	+48,700
...	...	56,800	+10,000	45,800	...	...	...	45,800	-1,000	-11,000
25,700	21,400	625,000	+38,900	14,300	544,300	26,200	21,800	606,600	+20,100	-18,800
25,700	21,400	681,800	+48,900	60,100	544,300	26,200	21,800	652,400	+19,100	-29,800
56,600	47,200	893,800	+141,100	701,600	...	26,100	21,700	749,400	+22,200	-118,900
10,000	8,300	100,800	+12,100	82,900	...	10,500	8,800	102,200	+13,000	+900
66,600	55,500	994,600	+153,200	784,500	...	36,600	30,500	851,600	+35,200	-118,000
202,000	168,300	95,154,100	+3,084,600	72,430,000	24,180,800	171,000	142,500	96,924,300	+4,880,600	+1,796,000
Add—Increase on ac- count of Ex- change . Rx.			+44,600	Add—Increase (+) or decrease (—) on account of Exchange . Rx.					+18,800	-25,800
TOTAL INCLUDING EXCHANGE Rx.			+3,129,200	TOTAL INCLUDING EXCHANGE Rx.					+4,899,400	+1,770,200



## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1893-94.					REVISED	
	INDIA.		England.	Exchange.* 14'5474.	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
<b>Direct Demands on the Revenues—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
1.—Refunds and Drawbacks . . . . .	176,498	79,522	...	...	256,020	204,400	73,300
2.—Assignments and Compensations . . . . .	513,526	1,014,734	...	...	1,528,260	527,200	1,022,100
<b>Charges in respect of Collection, viz. :—</b>							
3.—Land Revenue . . . . .	386,678	3,634,795	85	55	4,021,613	405,300	3,700,200
4.—Opium (including cost of Production) . . . . .	1,874,498	...	1,278	831	1,876,607	1,643,800	...
5.—Salt (including cost of Production) . . . . .	415,762	56,701	1,177	765	474,405	435,400	61,500
6.—Stamps . . . . .	—35,257	127,681	38,875	25,263	156,562	—38,400	131,700
7.—Excise . . . . .	146,341	46,952	50	32	193,375	149,200	47,900
8.—Provincial Rates . . . . .	...	53,809	...	...	53,809	...	56,800
9.—Customs . . . . .	53,680	89,833	135	88	143,736	68,900	118,400
10.—Assessed Taxes . . . . .	157,17	15,343	...	...	31,060	15,300	15,400
11.—Forest . . . . .	507,213	397,094	1,273	827	906,407	522,000	410,800
12.—Registration . . . . .	112,344	111,379	...	...	223,723	115,400	114,300
<b>TOTAL</b> . . . . .	4,167,000	5,627,843	42,873	27,861	9,865,577	4,048,500	5,752,400
<b>Interest—</b>							
13.—Interest on Debt† other than that charged to Railways and Irrigation Works . . . . .	—347,821	109,503	2,505,280	1,628,094	3,895,056	—333,300	118,900
14.—Interest on other Obligations . . . . .	548,205	2,753	215	140	551,313	501,000	3,900
<b>TOTAL</b> . . . . .	200,384	112,256	2,505,495	1,628,234	4,446,369	167,700	122,800
<b>Post Office, Telegraph, and Mint—</b>							
15.—Post Office . . . . .	1,267,394	118,489	103,993	67,581	1,557,457	1,307,500	121,100
16.—Telegraph . . . . .	672,178	...	139,378	90,577	902,133	654,600	...
17.—Mint . . . . .	83,588	...	4,541	2,951	91,080	50,600	...
<b>TOTAL</b> . . . . .	2,023,160	118,489	247,912	161,109	2,550,670	2,012,700	121,100
<b>Salaries and Expenses of Civil Departments—</b>							
18.—General Administration . . . . .	641,453	877,679	265,812	172,742	1,957,686	673,100	907,900
19.—Law and Justice { Courts . . . . .	123,466	2,872,624	224	146	2,996,460	112,700	2,954,100
{ Jails . . . . .	165,345	758,708	...	...	924,053	162,300	752,600
20.—Police . . . . .	704,976	3,213,717	662	430	3,919,785	658,400	3,320,700
21.—Marine (including River Navigation) . . . . .	190,727	158,581	245,443	159,505	754,256	205,700	141,300
22.—Education . . . . .	25,280	1,443,747	1,637	1,077	1,471,761	28,100	1,464,900
23.—Ecclesiastical . . . . .	176,376	...	137	89	176,602	185,000	...
24.—Medical . . . . .	42,964	925,005	6,760	4,393	979,122	40,100	949,300
25.—Political . . . . .	862,150	67,450	21,958	14,270	965,828	858,700	68,200
26.—Scientific and other Minor Departments . . . . .	243,944	182,414	39,960	25,969	492,287	249,000	175,200
<b>TOTAL</b> . . . . .	3,176,681	10,499,925	582,613	378,621	14,637,840	3,173,100	10,734,200
<b>Miscellaneous Civil Charges—</b>							
27.—Territorial and Political Pensions . . . . .	472,228	...	21,950	14,265	508,443	460,300	...
28.—Civil Furlough and Absentee Allow- ances . . . . .	1,548	...	197,521	128,362	327,431	1,800	...
29.—Superannuation Allowances and Pen- sions . . . . .	84,812	825,735	1,784,051	1,159,393	3,853,991	88,500	860,700
30.—Stationery and Printing . . . . .	124,754	473,442	51,510	33,475	683,181	105,800	499,900
32.—Miscellaneous . . . . .	67,032	162,162	27,055	17,582	273,831	39,600	162,100
<b>TOTAL</b> . . . . .	750,374	1,461,339	2,082,087	1,353,077	5,646,877	696,000	1,522,700
<b>Famine Relief and Insurance—</b>							
33.—Famine Relief . . . . .	...	496	...	...	496	...	9,100
34.—Construction of Protective Railways . . . . .	1,060,954	...	...	...	1,060,954	...	...
35.—Construction of Protective Irrigation Works . . . . .	56,044	...	186	121	56,351	42,000	...
<b>TOTAL††</b> . . . . .	1,116,998	496	186	121	1,117,801	42,000	9,100
<b>Carried over</b> . . . . .	11,434,597	17,820,348	5,461,166	3,549,023	38,265,134	10,140,000	18,262,300

\* See footnote to Statement A.

† The "Interest on Debt" is distributed as follows :—  
Interest on Debt (other than that charged to Railways and  
Irrigation Works) as above . . . . .  
Under Railway Revenue Account . . . . .  
Under Irrigation . . . . .

TOTAL

ACCOUNTS, 1893-94.				REVISED ESTIMATE, 1894-95.			
India.	England.	Exchange.	TOTAL.	India.	England.	Exchange.	TOTAL.
<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>
—238,378	2,505,280	1,628,094	3,895,056	—214,600	2,612,000	2,176,600	4,574,200
3,346,574	1,214,411	789,203	5,350,188	3,520,600	1,202,100	1,001,700	5,724,400
1,165,558	...	...	1,165,558	1,193,800	...	...	1,193,800
<b>TOTAL</b>	<b>4,273,814</b>	<b>3,719,691</b>	<b>2,417,297</b>	<b>10,410,802</b>	<b>4,500,000</b>	<b>3,814,100</b>	<b>11,492,100</b>

*Revenues of India, in India and in England.*

ESTIMATE, 1894-95.			Increase+ Decrease— of Revised, as compared with Budget Estimates, 1894-95. (Excluding Ex- change.)	BUDGET ESTIMATE, 1895-96.					Increase + Decrease— of Budget, 1895-96, as com- pared with Budget Esti- mates, 1894-95. (Excluding Ex- change.)	Increase+ Decrease— of Budget, 1895-96, as compared with Revised Estimates, 1894-95. (Excluding Ex- change.)
England.	Exchange.* 13'00d. (£1 = R 18½.)	TOTAL.		INDIA.		England.	Exchange.* 13'00d. (£1 = R 18½.)	TOTAL.		
				Imperial.	Provincial and Local.					
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
...	...	277,700	+ 46,100	252,200	72,500	...	...	324,700	+ 93,100	+ 47,000
...	...	1,549,300	— 27,300	508,800	1,030,500	...	...	1,539,300	— 37,300	— 10,000
400	300	4,106,200	— 80,500	424,500	3,763,900	400	300	4,189,100	+ 2,400	+ 82,900
1,400	1,200	1,646,400	— 609,500	2,753,900	...	700	600	2,755,200	+ 499,900	+ 1,109,400
400	300	497,600	— 21,200	460,500	72,900	400	300	534,100	+ 15,300	+ 36,500
47,000	39,200	179,500	— 3,700	— 39,700	134,900	55,600	46,300	197,100	+ 6,800	+ 10,500
...	...	197,100	— 8,100	159,000	50,900	100	100	210,100	+ 4,800	+ 12,900
...	...	56,800	+ 3,800	...	55,900	...	...	55,900	+ 2,900	— 900
100	100	187,500	— 22,000	77,700	132,400	100	100	210,300	+ 800	+ 22,800
...	...	30,700	— 2,000	15,900	15,900	...	...	31,800	— 900	+ 1,100
700	600	934,100	— 50,400	556,800	437,000	700	600	995,100	+ 10,600	+ 61,000
...	...	229,700	— 200	119,500	118,300	...	...	237,800	+ 7,900	+ 8,100
50,000	41,700	9,892,600	— 775,000	5,289,100	5,885,100	58,000	48,300	11,280,500	+ 606,300	+ 1,381,300
2,612,000	2,176,600	4,574,200	+ 208,100	— 1,410,200	133,800	2,658,100	2,215,100	3,596,800	— 807,800	— 1,015,900
100	100	505,100	— 600	515,000	31,300	200	200	518,700	+ 12,900	+ 13,500
2,612,100	2,176,700	5,079,300	+ 207,500	— 895,200	137,100	2,658,300	2,215,300	4,115,500	— 794,900	— 1,002,400
103,300	86,100	1,618,000	— 2,700	1,351,200	123,800	102,400	85,300	1,662,700	+ 42,800	+ 45,500
90,900	75,700	821,200	— 82,000	740,800	...	109,200	91,000	941,000	+ 22,500	+ 104,500
1,000	800	52,400	— 14,900	52,500	...	700	600	53,800	— 13,300	+ 1,600
195,200	162,600	2,491,600	— 99,600	2,144,500	123,800	212,300	176,900	2,657,500	+ 52,000	+ 151,600
274,600	228,800	2,084,400	+ 56,700	661,000	909,900	251,900	209,900	2,032,700	+ 23,900	— 32,800
1,300	1,100	3,069,200	+ 25,000	116,200	3,008,800	1,900	1,600	3,128,500	+ 83,800	+ 58,800
...	...	914,900	— 45,100	163,300	794,400	...	...	957,700	— 2,300	+ 42,800
800	700	3,980,600	— 62,700	668,800	3,427,400	500	400	4,097,100	+ 54,100	+ 116,800
189,800	158,200	695,000	— 29,700	222,900	156,500	211,900	176,600	767,900	+ 24,800	+ 54,500
1,600	1,300	1,495,900	— 49,600	32,100	1,552,300	1,600	1,300	1,587,300	+ 41,800	+ 91,400
100	100	185,200	— 1,400	194,700	...	400	300	195,400	+ 8,600	+ 10,000
6,500	5,400	1,001,300	— 4,800	42,200	990,500	6,500	5,400	1,044,600	+ 38,500	+ 43,300
21,600	18,000	966,500	— 20,000	889,700	73,400	51,200	42,700	1,057,000	+ 45,800	+ 65,800
46,500	38,700	509,400	— 10,800	265,700	189,500	30,600	25,500	511,300	+ 4,300	+ 15,100
542,800	452,300	14,902,400	— 142,400	3,256,600	11,102,700	556,500	463,700	15,379,500	+ 323,300	+ 465,700
7,000	5,800	473,100	— 9,800	457,200	...	9,400	7,800	474,400	— 10,500	— 700
223,000	185,800	410,600	+ 15,800	1,000	...	218,000	181,700	400,700	+ 10,000	— 5,800
1,797,300	1,497,800	4,244,300	+ 33,100	88,600	874,000	1,812,500	1,510,400	4,285,500	+ 61,700	+ 28,600
49,400	41,200	696,300	+ 7,700	124,500	496,200	41,900	34,900	697,500	+ 15,200	+ 7,500
39,100	32,600	273,400	+ 8,500	28,500	177,800	21,400	17,900	245,600	— 4,600	— 13,100
2,115,800	1,763,200	6,097,700	+ 55,300	699,800	1,548,000	2,103,200	1,752,700	6,103,700	+ 71,800	+ 16,500
...	...	9,100	— 900	...	5,000	...	...	5,000	— 5,000	— 4,100
...	...	...	...	...	...	...	...	...	...	...
200	200	42,400	— 2,800	50,000	...	...	...	50,000	+ 5,000	+ 7,800
200	200	51,500	— 3,700	50,000	5,000	...	...	55,000	...	+ 3,700
5,516,100	4,596,700	38,515,100	— 757,900	10,544,800	18,801,700	5,588,300	4,656,900	39,591,700	+ 258,500	+ 1,016,400

## BUDGET ESTIMATE, 1895-96.

India.	England.	Exchange.	TOTAL.
Rx.	£	Rx.	Rx.
1,276,400	2,558,100	2,215,100	3,596,800
3,687,400	1,198,900	999,100	5,885,400
1,222,400	...	...	1,222,400
3,633,400	3,857,000	3,214,200	10,704,600

† The following further sums, which are included under XXVI and 38 State Railways, are chargeable to the grant for Famine Relief and Insurance, as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—

	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
Indian Midland Railway	275,194	234,700	225,500
Bengal-Nagpur Railway	96,574	157,700	141,300
TOTAL . Rx.	371,768	392,400	366,800



## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1893-94.					REVISED	
	INDIA.		England.	Exchange.* 14 <sup>5</sup> / <sub>16</sub> d.	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Brought forward . . . . .	11,434,597	17,820,348	5,461,166	3,549,023	38,265,134	10,140,000	18,262,300
27.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance) . . . . .	...	73,903	...	...	73,903	...	20,100
<b>Railway Revenue Account—</b>							
38.—State Railways: Working Expenses .	7,879,011	384,964	...	...	8,263,975	8,425,500	387,500
Interest on Debt . . . . .	3,114,405	212,754	997,463	648,216	4,972,838	3,286,500	214,700
Annuities in purchase of Railways . . . . .	...	...	1,695,547	1,101,877	2,797,424	...	...
Interest chargeable against Companies on Advances .	...	...	216,948	140,987	357,935	...	...
Interest on Capital deposit- ed by Companies . . . . .	31,809	...	679,635	441,671	1,153,115	33,700	...
39.—Guaranteed Companies: Surplus Pro- fits, Land and Su- pervision . . . . .	605,258	...	...	...	605,258	631,900	...
Interest . . . . .	2,495	...	2,154,720	1,400,277	3,557,492	6,800	...
40.—Subsidized Companies: Land, etc. .	6,766	14,234	...	...	21,000	4,200	14,100
41.—Miscellaneous Railway Expenditure .	102,253	1,186	...	...	103,439	103,500	—300
<b>TOTAL</b> . . . . .	11,741,997	613,138	5,744,313	3,733,028	21,832,476	12,492,100	616,000
<b>Irrigation—</b>							
42.—Major Works: Working Expenses .	398,710	390,247	...	...	788,957	429,800	384,200
Interest on Debt . . . . .	629,633	535,925	...	...	1,165,558	654,000	539,800
43.—Minor Works and Navigation . .	325,032	581,433	962	625	908,052	373,300	598,100
<b>TOTAL</b> . . . . .	1,353,375	1,507,605	962	625	2,862,567	1,457,100	1,522,100
<b>Buildings and Roads—</b>							
44.—Military Works . . . . .	1,154,268	...	15,965	10,375	1,180,608	965,400	...
45.—Civil Works . . . . .	690,422	3,793,956	88,411	57,455	4,630,244	502,200	3,691,300
<b>TOTAL</b> . . . . .	1,844,690	3,793,956	104,376	67,830	5,810,852	1,467,600	3,691,300
<b>Army Services—</b>							
46.—Army: Effective . . . . .	15,026,170	...	2,167,670	1,408,693	18,602,533	15,198,900	...
Non-Effective . . . . .	938,666	...	2,250,122	1,462,276	4,651,064	915,700	...
<b>TOTAL</b> . . . . .	15,964,836	...	4,417,792	2,870,969	23,253,597	16,118,600	...
<b>Special Defence Works—</b>							
47.—Special Defence Works . . . . .	162,947	...	98,206	63,821	324,974	70,400	...
<b>TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL</b> . . . . .	42,502,442	23,808,950	15,826,815	10,285,296	92,423,503	41,745,800	24,111,800
Add—Portion of Allotments to Provincial Governments not spent by them in the year . . . . .	...	100,777	...	...	100,777	...	55,100
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances .	...	412,068	...	...	412,068	...	709,300
<b>Total Expenditure charged against Revenue</b> . . . . .	42,502,442	23,497,659	15,826,815	10,285,296	92,112,212	41,745,800	23,457,600

  

ACCOUNTS, 1893-94.			
India.	England.	Exchange.	Total.
Rx.	£	Rx.	Rx.
1,764,912	711,971	462,685	2,939,568
660,050	13,113	8,521	681,684
<b>TOTAL</b>	<b>725,084</b>	<b>471,206</b>	<b>3,621,252</b>

\* See foot-note to Statement A.

*Revenues of India, in India and in England—continued.*

ESTIMATE, 1894-95.			Increase + Decrease— of Revised, as compared with Budget Estimates, 1894-95. (Excluding Exchange.)	BUDGET ESTIMATE, 1895-96.					Increase + Decrease— of Budget, 1895-96, as com- pared with Budget Estimates, 1894-95. (Excluding Exchange).	Increase + Decrease— of Budget, 1895-96, as compared with Revised Estimates 1894-95. (Excluding Exchange).
England.	Exchange* 13'09d. (£1=R18½).	TOTAL.		INDIA.		England.	Exchange* 13'09d. (£1=R18½).	TOTAL.		
				Imperial.	Provincial and Local.					
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
5,516,100	4,596,700	38,515,100	-757,900	10,544,800	18,801,700	5,588,300	4,656,900	39,591,700	+258,500	+1,016,400
...	...	20,100	-4,300	...	9,400	...	...	9,400	-15,000	-10,700
...	...	8,813,000	+411,200	8,340,800	356,200	...	...	8,697,000	+295,200	-116,000
983,200	819,300	5,303,700	+21,900	3,452,800	215,200	980,000	816,700	5,464,700	+185,500	+163,600
1,702,700	1,418,900	3,121,600	...	...	...	1,705,900	1,421,600	3,127,500	+3,200	+3,200
218,900	182,400	401,300	...	...	...	218,900	182,400	401,300	...	...
679,500	566,300	1,279,500	-800	34,600	...	680,300	566,900	1,281,800	+900	+1,700
...	...	631,900	-19,700	618,000	...	...	...	618,000	-33,600	-13,900
2,154,600	1,795,500	3,956,900	+3,300	2,200	...	2,161,300	1,801,100	3,964,600	+5,400	+2,100
...	...	18,300	-800	20,000	10,100	...	...	30,100	+11,000	+11,800
...	...	103,200	-6,800	100,000	...	...	...	100,000	-10,000	-3,200
5,738,900	4,782,400	23,629,400	+408,300	12,568,400	581,500	5,746,400	4,788,700	23,685,000	+457,600	+49,300
...	...	814,000	+44,800	430,000	383,200	...	...	813,200	+44,000	-800
...	...	1,193,800	+300	677,900	544,500	...	...	1,222,400	+28,900	+28,600
1,400	1,200	974,000	+26,600	384,400	629,400	600	500	1,014,900	+68,200	+41,600
1,400	1,200	2,981,800	+71,700	1,492,300	1,557,100	600	500	3,050,500	+141,100	+69,400
23,500	19,600	1,008,500	-11,100	1,137,000	...	16,000	13,300	1,166,300	+153,000	+164,100
82,100	68,400	4,344,000	-146,800	644,900	3,854,400	82,600	68,800	4,650,700	+159,500	+306,300
105,600	88,000	5,352,500	-157,900	1,781,900	3,854,400	98,600	82,100	5,817,000	+312,500	+470,400
2,071,600	1,726,300	18,996,800	-52,800	16,148,100	...	2,095,900	1,746,600	19,990,600	+920,700	+973,500
2,300,600	1,917,200	5,137,500	-53,400	922,400	...	2,334,600	1,945,500	5,202,500	-16,700	+36,700
4,372,200	3,643,500	24,134,300	-106,200	17,070,500	...	4,430,500	3,692,100	25,193,100	+904,000	+1,010,200
62,300	51,900	184,600	-3,400	70,000	...	46,200	38,500	154,700	-19,900	-16,500
15,796,500	13,163,700	94,817,800	-549,700	43,527,900	24,804,100	15,910,600	13,258,800	97,501,400	+2,038,800	+2,588,500
...	...	55,100	+55,100	...	...	...	...	...	...	-55,100
...	...	709,300	+475,100	...	623,300	...	...	623,300	+561,100	+86,000
15,796,500	13,163,700	94,163,600	-19,500	43,527,900	24,180,800	15,910,600	13,258,800	96,878,100	+2,599,900	+2,619,400
Add—Increase on ac- count of Ex- change . Rx.			+1,856,300	Add—Increase on ac- count of Ex- change . Rx.					+1,951,400	+95,100
TOTAL INCLUDING EX- CHANGE . Rx.			+1,836,800	TOTAL INCLUDING EX- CHANGE . Rx.					+4,551,300	+2,714,500
REVISED ESTIMATE, 1894-95.				BUDGET ESTIMATE, 1895-96.						
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.			
Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.			
3,109,400	818,500	682,100	4,610,000	2,147,200	847,000	705,800	3,700,000			
581,400	4,700	3,900	590,000	695,200	2,600	2,200	700,000			
3,690,800	823,200	686,000	5,200,000	2,842,400	849,600	708,000	4,400,000			



## C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1893-94.			REVISED ESTIMATE, 1894-95.			BUDGET ESTIMATE, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Revenue (from Statement A)	90,246,041	193,454	90,439,495	94,783,800	202,000	94,985,800	96,610,800	171,000	96,781,800
Exchange added to Revenue	125,719	...	125,719	168,300	...	168,300	142,500	...	142,500
<b>TOTAL</b>	<b>90,371,760</b>	<b>193,454</b>	<b>90,565,214</b>	<b>94,952,100</b>	<b>202,000</b>	<b>95,154,100</b>	<b>96,753,300</b>	<b>171,000</b>	<b>96,924,300</b>
<b>Permanent Debt incurred—</b>									
<i>Sterling Debt—</i>									
3 p. c. Stock	...	1,300,000		...	6,000,000		...	...	
3½ p. c. Debentures	...	1,386,000		...	...		...	...	
<i>Rupee Debt—</i>									
Rupee Loan	3,499,113	...		...	...		...	...	
Loan from Rampur State	220,000	...		...	...		...	...	
<b>TOTAL</b>	<b>3,719,113</b>	<b>2,686,000</b>	<b>6,405,113</b>	<b>...</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>...</b>	<b>...</b>	<b>...</b>
<b>NET</b>			<b>4,043,311</b>			<b>4,795,500</b>			<b>...</b>
<b>Temporary Debt incurred—</b>									
Temporary Loans	...	10,750,000	10,750,000	...	3,000,000	3,000,000	...	2,000,000	2,000,000
<b>NET</b>			<b>6,000,000</b>			<b>...</b>			<b>...</b>
<b>Unfunded Debt—</b>									
Treasury Notes	8,120	...		600	...		...	...	
Deposits of Service Funds	142,155	...		145,400	...		150,900	...	
Savings Bank Deposits	4,309,409	...		4,110,200	...		4,260,300	...	
<b>TOTAL</b>	<b>4,459,684</b>	<b>...</b>	<b>4,459,684</b>	<b>4,256,200</b>	<b>...</b>	<b>4,256,200</b>	<b>4,411,200</b>	<b>...</b>	<b>4,411,200</b>
<b>NET</b>			<b>559,960</b>			<b>360,000</b>			<b>522,300</b>
<b>Deposits and Advances—</b>									
Balances of Provincial Allotments	100,777	...		55,100	...		...	...	
Excluded Local Funds	842,238	...		816,300	...		788,000	...	
Railway Funds	483,405	...		476,100	...		484,300	...	
Deposits of Sinking Funds	10,124	...		10,700	...		68,700	...	
Departmental and Judicial Deposits	18,088,572	...		17,218,900	...		16,994,800	...	
Advances	7,398,419	2,000		2,997,200	3,200		2,746,100	100	
Suspense Accounts	175,397	...		62,700	...		12,100	...	
Exchange on Remittance Accounts, net	4,987,510	...		155,700	...		127,700	...	
Miscellaneous	46,096	16		1,250,000	300		...	...	
<b>TOTAL</b>	<b>32,132,598</b>	<b>2,016</b>	<b>32,134,614</b>	<b>23,042,700</b>	<b>3,500</b>	<b>23,046,200</b>	<b>21,221,700</b>	<b>100</b>	<b>21,221,800</b>
<b>NET</b>			<b>4,344,848</b>			<b>925,600</b>			<b>...</b>
<b>Carried over</b>	<b>130,683,155</b>	<b>13,631,470</b>		<b>122,251,000</b>	<b>9,205,500</b>		<b>122,386,200</b>	<b>2,171,100</b>	

*of the Government of India, in India and in England.*

	ACCOUNTS, 1893-94.			REVISED ESTIMATE, 1894-95.			BUDGET ESTIMATE, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Expenditure, Imperial and Provincial (from Statement B) . . .	66,311,392	15,826,815	82,138,207	65,857,600	15,796,500	81,654,100	68,332,000	15,910,600	84,242,600
Exchange, charged as Expenditure . . .	10,285,296	...	10,285,296	13,163,700	...	13,163,700	13,258,800	...	13,258,800
Add—Provincial Surpluses, transferred to "Deposits" . . .	100,777	...	100,777	55,100	...	55,100	...	...	...
Deduct—Provincial Deficits, charged against "Deposits" . . .	412,068	...	412,068	709,300	...	709,300	623,300	...	623,300
TOTAL . . .	76,285,397	15,826,815	92,112,212	78,367,100	15,796,500	94,163,600	80,967,500	15,910,600	96,878,100
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works . . .	2,424,962	725,084		3,690,800	823,200		2,842,400	849,600	
Exchange on Expenditure not charged to Revenue . . .	471,206	...		686,000	...		708,000	...	
TOTAL . . .	2,896,168	725,084	3,621,252	4,376,800	823,200	5,200,000	3,550,400	849,600	4,400,000
Permanent Debt discharged—									
Sterling Debt—									
India 5 p. c. Stock . . .	...	125		...	...		...	...	
India 4 p. c. Stock . . .	...	1,890		...	4,300		...	...	
India 3½ p. c. Debentures . . .	...	...		...	...		...	...	
Oudh and Rohilkhand Railway Debentures . . .	...	729,000		...	...		...	...	
South Indian Railway Debentures . . .	...	520,200		...	...		...	...	
Rupee Debt—									
5½ p. c. Loans . . .	300	...		...	...		...	...	
5 p. c. Loans . . .	107	...		...	...		...	...	
4½ p. c. Loans . . .	1,109,907	...		200,000	...		20,000	...	
4 p. c. Loans . . .	157	...		1,000,000	...		870,000	...	
Provincial Debentures . . .	...	...		100	...		...	...	
Stock Notes . . .	116	...		100	...		100	...	
TOTAL . . .	1,110,587	1,251,215	2,361,802	1,200,200	4,300	1,204,500	890,100	...	890,100
NET . . .			...			...			890,100
Temporary Debt discharged—									
Temporary Loans . . .	...	4,750,000	4,750,000	...	7,000,000	7,000,000	...	2,000,000	2,000,000
NET . . .			...			4,000,000			...
Unfunded Debt—									
Special Loans . . .	409	...		200	...		...	...	
Treasury Notes . . .	7,070	...		2,000	...		...	...	
Deposits of Service Funds . . .	96,162	...		98,500	...		98,500	...	
Savings Bank Deposits . . .	3,795,483	...		3,795,500	...		3,790,400	...	
TOTAL . . .	3,899,724	...	3,899,724	3,896,200	...	3,896,200	3,888,900	...	3,888,900
NET . . .			...			...			...
Deposits and Advances—									
Balances of Provincial Allotments . . .	412,068	...		709,300	...		623,300	...	
Excluded Local Funds . . .	858,799	...		797,100	...		796,500	...	
Railway Funds . . .	439,896	...		577,800	...		484,300	...	
Departmental and Judicial Deposits . . .	17,797,536	...		17,173,900	...		16,948,400	...	
Advances . . .	7,913,171	854		2,840,100	100		2,557,700	1,400	
Suspense Accounts . . .	52,385	...		22,300	...		22,900	...	
Miscellaneous . . .	314,829	228		...	...		610,500	...	
TOTAL . . .	27,788,684	1,082	27,789,766	22,120,500	100	22,120,600	22,043,600	1,400	22,045,000
NET . . .			...			...			823,200
Carried over . . .	111,980,560	22,554,196		199,960,800	23,624,100		111,340,500	18,761,600	



C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1893-94.			REVISED ESTIMATE, 1894-95.			BUDGET ESTIMATE, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£		Rx.	£		Rx.	£	
Brought forward	130,683,155	13,631,470		122,251,000	9,205,500		122,386,200	2,171,100	
Loans and Advances by Imperial Government	1,156,880	...	1,156,880	217,700	...	217,700	114,000	...	114,000
NET			1,021,591			127,400			...
Loans and Advances by Provincial Governments	357,965	...	357,965	367,800	...	367,800	345,100	...	345,100
NET			...			...			...
Capital Receipts from Railway Companies—									
On account of Subscribed Capital	67,500	88,688		...	367,400		...	3,308,500	
Repayments	1,070,446	4,033		1,044,800	3,900		1,141,300	3,000	
TOTAL	1,137,946	92,721	1,230,667	1,044,800	371,300	1,416,100	1,141,300	3,311,500	4,452,800
NET			0			0			0
Remittances—									
Inland Money Orders	19,290,843	...		20,400,000	...		21,500,000	...	
Other Local Remittances	...	...		400	...		...	...	
Other Departmental Accounts	802,029	...		1,245,000	...		1,407,500	...	
Net Receipts by Civil Treasuries from—									
Post Office	683,953	...		445,600	...		613,900	...	
Telegraph	47,160	...		101,600	...		48,000	...	
Guaranteed Railways	3,801,017	...		3,018,500	...		3,667,000	...	
Public Works	323,696	...		1,161,600	...		1,538,500	...	
Net Receipts from Civil Treasuries by—									
Marine	185,513	...		203,600	...		208,800	...	
Military	14,715,228	...		14,839,500	...		15,982,500	...	
Remittance Account between England and India	1,031,348	167,720		1,073,700	177,800		899,300	121,700	
TOTAL	40,880,787	167,720	41,048,507	42,489,500	177,800	42,667,300	45,865,900	121,700	45,987,600
NET			...			...			...
Secretary of State's Bills drawn	...	9,530,235	9,530,235	...	17,000,000	17,000,000	...	17,000,000	17,000,000
TOTAL RECEIPTS	174,216,733	23,422,146		166,370,800	26,754,600		169,852,500	22,604,300	
Opening Balance	15,271,756	2,268,388		25,565,588	1,300,564		22,679,488	2,446,164	
GRAND TOTAL	189,488,489	25,690,534		191,936,388	28,055,164		192,531,988	25,050,464	

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 21st March 1895.

H. G. COWIE,  
Deputy Comptroller General.

## of the Government of India, in India and in England—continued.

	ACCOUNTS, 1893-94.			REVISED ESTIMATE, 1894-95.			BUDGET ESTIMATE, 1895-96.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
Brought forward	<i>Rx.</i> 111,980,560	<i>£</i> 22,554,196		<i>Rx.</i> 109,960,800	<i>£</i> 23,024,100		<i>Rx.</i> 111,340,500	<i>£</i> 18,761,600	
Loans and Advances by Imperial Government	135,289	...	135,289	90,300	...	90,300	163,900	...	163,900
NET			0			0			49,900
Loans and Advances by Provincial Governments	553,764	...	553,764	645,300	...	645,300	808,600	...	808,600
NET			195,799			277,500			463,500
Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	...		...	...		...	2,778,500	
For Expenditure	1,194,509	747,624		1,241,900	902,000		1,338,100	955,200	
TOTAL	1,194,509	747,624	1,942,133	1,241,900	902,000	2,143,900	1,338,100	3,733,700	5,071,800
NET			711,466			727,800			619,000
Remittances—									
Inland Money Orders	19,294,478	...		20,400,000	...		21,500,000	...	
Other Local Remittances	68,521	...		...	...		...	...	
Other Departmental Accounts	800,711	...		1,245,000	...		1,407,500	...	
Net Payments into Civil Treasuries by—									
Post Office	683,956	...		445,600	...		613,900	...	
Telegraph	47,324	...		101,600	...		48,000	...	
Guaranteed Railways	3,801,017	...		3,018,500	...		3,667,000	...	
Public Works	363,768	...		1,361,000	...		1,538,500	...	
Net Issues from Civil Treasuries to—									
Marine	184,875	...		203,600	...		208,800	...	
Military	14,715,228	...		14,839,500	...		15,982,900	...	
Remittance Account between England and India	138,725	1,088,150		170,900	1,082,900		144,800	878,700	
TOTAL	40,098,603	1,088,150	41,186,753	41,786,300	1,082,900	42,869,200	45,111,400	878,700	45,990,100
NET			138,246			201,900			2,500
Secretary of State's Bills paid	9,960,176	...	9,960,176	15,532,300	...	15,532,300	17,706,800	...	17,706,800
GRAND DISBURSEMENTS	163,922,901	24,389,970		169,256,900	25,609,000		176,469,300	23,374,000	
Closing Balance	25,565,588	1,300,564		22,679,488	2,446,164		16,062,688	1,676,464	
GRAND TOTAL	189,488,489	25,690,534		191,936,388	28,055,164		192,531,988	25,050,464	

A. F. COX,  
Offg. Comptroller General.

STEPHEN JACOB,  
Offg. Secretary to the Government of India.



**D.—Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial Contracts.**

**Provincial and Local Balances.**

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Accounts, 1893-94.</b>										
Balance at end of 1892-93	13,569	269,029	580,704	149,435	390,975	607,197	365,161	875,825	754,659	4,006,5
Added in 1893-94 . .	1,467	...	...	...	46,448	...	...	...	52,862	160,7
Spent in 1893-94 . .	...	60,932	96,530	9,126	...	4,652	17,675	223,153	...	412,0
Balance at end of 1893-94 .	15,036	208,097	484,174	140,309	437,423	602,545	347,486	652,672	807,521	3,695,2
<b>Revised Estimate, 1894-95.</b>										
Balance at end of 1893-94 (by Accounts).	15,036	208,097	484,174	140,309	437,423	602,545	347,486	652,672	807,521	3,695,2
Added in 1894-95 . .	300	...	...	...	54,800	...	...	...	...	55,1
Spent in 1894-95 . .	...	86,400	308,300	4,200	...	168,700	21,600	17,500	102,600	709,3
Balance at end of 1894-95 .	15,336	121,697	175,874	136,109	492,223	433,845	325,886	635,172	704,921	3,041,4
<b>Budget Estimate, 1895-96.</b>										
Balance at end of 1894-95 (by Revised Estimate).	15,336	121,697	175,874	136,109	492,223	433,845	325,886	635,172	704,921	3,041,4
Spent in 1895-96 . .	400	300	67,100	58,400	45,500	148,300	42,100	143,700	117,500	623,3
Balance at end of 1895-96 .	14,936	121,397	108,774	77,709	446,723	285,545	283,786	491,472	587,421	2,417,7

H. G. COWIE,

Deputy Comptroller General.

A. F. COX,

Offg. Comptroller General.

STEPHEN JACOB,

Offg. Secretary to the Government of India.

FORT WILLIAM,

FINANCE AND COMMERCE DEPARTMENT;

The 21st March 1895.

**E.—Statement of Net Revenue and Expenditure—India and England.**

**OLD FORM.**

	ACCOUNTS, 1893-94.				REVISED ESTIMATE, 1894-95.				BUDGET ESTIMATE, 1895-96.			
	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.	Gross Revenue.	Refunds and Drawbacks.
Land Revenue	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Opium	25,539,609	51,614	25,537,995	4,021,613	21,516,382	25,508,700	47,800	25,460,900	4,106,200	21,354,700	26,369,600	46,800
Salt	6,627,571	3	6,627,568	1,876,607	4,750,961	7,324,000	100	7,323,900	1,646,400	5,677,500	6,866,500	100
Stamps	8,228,876	32,266	8,196,610	474,405	7,722,205	8,045,700	35,900	8,009,800	497,600	8,507,400	8,606,500	35,700
Excise	4,599,351	52,446	4,456,905	156,562	4,300,343	4,020,400	53,700	4,069,800	179,500	4,289,300	4,648,200	52,000
Provincial Rates	5,388,573	35,366	5,353,207	103,375	5,150,832	5,513,100	27,200	5,485,900	107,100	5,378,800	5,534,300	29,000
Customs	3,544,571	11,467	3,533,104	53,809	3,479,295	3,563,200	5,800	3,557,400	56,800	3,500,600	3,654,000	6,000
Assessed Taxes	1,682,373	45,313	1,637,060	143,736	1,493,324	3,803,000	86,600	3,716,400	187,500	3,528,900	4,814,700	137,800
Forest	1,739,171	21,344	1,717,827	31,060	1,686,767	1,793,300	13,200	1,780,100	30,700	1,749,400	1,799,200	14,000
Registration	1,723,022	4,338	1,718,684	966,497	1,686,507	1,648,000	5,400	1,642,600	934,100	1,786,700	1,642,200	2,300
Tributes from Native States	416,146	1,133	415,013	...	812,277	415,700	1,100	414,600	299,700	184,900	422,400	1,000
	774,337	500	773,837	...	773,837	797,800	900	796,900	...	796,900	789,500	...
	60,193,600	256,080	59,937,520	8,081,297	51,856,223	63,630,900	277,700	63,353,200	8,065,600	55,287,600	65,229,000	334,700
					1,526,260					1,549,300		
					50,328,023					53,738,300		
TOTAL NET REVENUE												

DEDUCT—Assignments and Compensations

**Net Expenditure.**

	ACCOUNTS 1893-94.				REVISED ESTIMATE, 1894-95.				BUDGET ESTIMATE, 1895-96.			
	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.	Gross Expenditure.	Receipts.	Net Expenditure.
Interest	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Post Office, Telegraph, and Mint	4,446,369	875,487	3,570,882	5,079,300	818,500	4,260,800	4,115,500	805,100	3,310,400	4,260,800	21,536,800	9,400
Civil Departments	2,550,670	2,747,714	197,044	2,491,600	2,667,400	175,800	2,657,500	2,781,000	123,500	2,534,000	2,781,000	247,000
Miscellaneous Civil Charges	14,637,840	1,631,302	13,006,538	14,902,400	1,602,800	13,299,600	15,379,500	1,630,200	13,749,300	15,379,500	1,630,200	13,749,300
Famine Relief and Insurance	5,646,877	999,149	4,647,728	6,097,700	1,110,200	4,987,500	6,103,700	953,900	5,149,800	6,103,700	953,900	5,149,800
Construction of Ry. (charged against Rev. in addition to that under Famine Insurance)	1,117,801	...	1,117,801	51,500	...	51,500	55,000	...	55,000	55,000	...	55,000
Railway Revenue Account	73,903	...	73,903	20,100	...	20,100	9,400	...	9,400	9,400	...	9,400
Irrigation	21,832,476	20,296,973	1,535,503	23,629,400	21,212,300	2,417,100	23,685,000	21,536,800	2,148,200	23,685,000	21,536,800	2,148,200
Buildings and Roads	2,802,567	2,296,409	506,158	2,981,800	2,435,600	546,200	3,050,200	2,484,300	566,200	3,050,200	2,484,300	566,200
Army Services	5,810,852	674,354	5,136,498	5,352,500	681,800	4,670,700	5,817,000	652,400	5,164,600	5,817,000	652,400	5,164,600
Special Defence Works	32,253,597	850,226	32,403,371	24,134,300	994,600	23,139,700	25,193,100	851,600	24,341,500	25,193,100	851,600	24,341,500
	324,974	...	324,974	184,600	...	184,600	154,700	...	154,700	154,700	...	154,700
	82,557,926	30,371,614	52,186,312	84,985,200	31,553,200	53,432,000	86,220,900	31,695,300	54,525,600	86,220,900	31,695,300	54,525,600
Provincial and Local Surpluses and Deficits	+100,777	...	-311,291	+55,100	...	-654,200	-623,300	...	-623,300	-623,300	...	-623,300
	-412,068			-709,300								
TOTAL NET EXPENDITURE			51,875,021			52,747,800				53,902,300		
Surplus (+) or Deficit (-)			-1,546,998			+900,500				+46,200		
			50,328,023			53,738,300				53,948,500		

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 21st March 1895.

H. G. COWIE,  
Deputy Comptroller General.

A. F. COX,  
Offg. Comptroller General.

STEPHEN JACOB,  
Offg. Secretary to the Government of India.



# **E.—Statement of Net Revenue and Expenditure—India and England.** **NEW FORM. Part I.—Income.**

REVENUE.	Accounts, 1893-94.		Revised Estimate, 1894-95.		Budget Estimate, 1895-96.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—Land Revenue, etc. :						
1. Land Revenue . . . . .	25,537,995		25,460,900		26,322,800	
2. Forest . . . . .	1,718,684		1,642,600		1,639,900	
3. Tributes from Native States . . . . .	773,837		706,000		789,500	
<i>Deduct,—</i>	28,030,516		27,900,400		28,752,200	
<i>Assignments . . . . .</i>	1,102,709		1,108,800		1,115,000	
NET . . . . .	—	26,927,807	—	26,791,600	—	27,637,200
II.—Opium . . . . .	6,627,568		7,321,900		6,860,500	
<i>Deduct,—</i>						
<i>Assignments . . . . .</i>	4,912		5,100		5,100	
NET . . . . .	—	6,622,656	—	7,316,800	—	6,855,400
III. Taxation :						
1. Salt . . . . .	8,196,610		8,609,800		8,658,600	
2. Stamps . . . . .	4,456,905		4,566,700		4,596,200	
3. Excise . . . . .	5,353,177		5,485,900		5,505,300	
4. Provincial Rates . . . . .	3,503,104		3,557,400		3,648,000	
5. Customs . . . . .	1,637,060		3,716,400		4,676,900	
6. Assessed Taxes . . . . .	1,717,627		1,780,100		1,785,200	
7. Registration . . . . .	415,013		414,600		421,400	
<i>Deduct,—</i>	25,279,496		28,130,900		29,291,600	
<i>Assignments . . . . .</i>	420,639		435,400		419,200	
NET . . . . .	—	24,858,857	—	27,695,500	—	28,872,400
IV.—Commercial Services, (i.e., Post Office and Telegraph) . . . . .	—	60,769	—	195,700	—	119,600
V.—Miscellaneous Receipts, (i.e., Mint, Gain by Exchange and Miscellaneous) . . . . .	—	399,414	—	348,500	—	256,500
Excess of Expenditure over Income . . . . .		58,869,503		62,348,100		63,741,100
		1,546,998		...		...
		60,416,501		62,348,100		63,741,100

## **Part II.—Expenditure.**

CHARGES.	Accounts, 1893-94.		Revised Estimate, 1894-95.		Budget Estimate, 1895-96.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—Debt Services . . . . .	—	3,570,882	—	4,260,800	—	3,310,400
II.—Military Services :						
1. Army . . . . .	22,403,371		23,139,700		24,341,500	
2. Military Works . . . . .	1,134,714		951,700		1,120,500	
3. Special Defence Works . . . . .	324,974		184,600		154,700	
TOTAL . . . . .	—	23,863,059	—	24,276,000	—	25,616,700
III.—Collection of Revenue :						
1. Land Revenue, including District Administration . . . . .	4,021,613		4,106,200		4,189,100	
2. Opium . . . . .	1,876,607		1,646,400		2,755,200	
3. Forest . . . . .	906,407		34,100		995,100	
4. Other Heads . . . . .	1,276,670		1,378,900		1,477,100	
TOTAL . . . . .	—	8,081,297	—	8,065,600	—	9,416,500
IV.—Commercial Services :						
1. Railway . . . . .	1,535,503		2,417,100		2,148,200	
2. Irrigation . . . . .	566,158		546,200		566,200	
TOTAL . . . . .	—	2,101,661	—	2,963,300	—	2,714,400
V. Civil Services :						
1. Civil Departments . . . . .	13,006,538		13,290,600		13,749,300	
2. Miscellaneous Civil Charges . . . . .	4,910,867		5,355,000		5,402,400	
3. Famine Relief and Insurance . . . . .	1,117,801		51,500		55,000	
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	73,903		20,100		9,400	
5. Civil Works . . . . .	4,001,784		3,719,000		4,044,100	
<i>Add or Deduct.—</i>	23,110,893		22,446,100		23,260,200	
Provincial Surplus or Deficit . . . . .	311,291		654,200		623,300	
TOTAL . . . . .	—	22,799,602	—	21,791,900	—	22,636,900
Excess of Income over Expenditure . . . . .		60,416,501		61,357,600		63,694,900
		...		990,500		46,200
		60,416,501		62,348,100		63,741,100

H. G. COWIE,  
Deputy Comptroller General.

A. F. COX,  
Offg. Comptroller General. Offg. Secretary to the Government of India.

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 21st March 1895.

# F.—Statement of Net Revenue and Expenditure of the Government of India in India and in England for the Ten years from 1883-84 to 1892-93.

## Part I.—Income.

REVENUE.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
I.—LAND REVENUE, ETC.:	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1. Land Revenue	22,140,310	21,783,679	22,544,599	23,020,515	23,141,295	22,970,289	23,926,384	23,995,227	23,901,284	24,850,328
2. Forest	1,049,987	984,752	1,083,548	1,102,471	1,121,674	1,347,174	1,483,388	1,442,693	1,484,925	1,588,847
3. Tributes from Native States	720,487	699,017	689,575	695,415	743,597	745,233	777,707	760,421	775,961	790,112
	23,910,784	23,467,439	24,317,722	24,818,401	25,006,566	25,062,696	26,187,479	26,198,341	26,162,170	27,229,287
DEDUCT—Assignments	793,353	833,186	909,981	1,004,811	1,020,901	1,032,141	1,037,100	1,031,355	1,061,590	1,127,898
NET	23,117,431	22,634,253	23,407,741	23,813,590	23,985,665	24,030,555	25,150,379	25,166,986	25,100,580	26,101,389
II.—OPIUM	9,555,790	8,816,080	8,942,299	8,942,908	8,515,333	8,562,270	8,582,990	7,879,181	8,012,368	7,993,045
(a)	...	300	300	300	1,676	1,669	31,349	4,762	4,740	9,633
DEDUCT—Assignments	...	300	300	300	1,676	1,669	31,349	4,762	4,740	9,633
NET	9,555,790	8,815,780	8,941,999	8,942,608	8,513,657	8,560,601	8,551,641	7,874,419	8,007,628	7,983,412
III.—TAXATION:										
1. Salt	6,110,816	6,476,256	6,317,813	6,627,283	6,636,267	7,630,297	8,151,927	8,487,708	8,598,070	8,626,118
2. Stamps	3,473,929	3,561,517	3,617,725	3,705,786	3,831,996	3,883,338	4,040,464	4,022,498	4,214,958	4,394,796
3. Excise	3,806,483	3,985,446	4,126,037	4,336,430	4,501,102	4,678,961	4,861,703	4,917,330	5,086,909	5,210,203
4. Provincial Rates	2,868,044	2,785,264	2,954,715	2,993,011	3,027,353	3,037,374	3,403,433	3,486,983	3,497,374	3,698,649
5. Customs	1,156,103	1,004,998	1,107,570	1,218,175	1,316,761	1,301,861	1,458,231	1,607,040	1,654,311	1,558,797
6. Assessed Taxes	510,119	496,873	485,271	1,327,668	1,411,487	1,504,588	1,581,665	1,600,871	1,638,097	1,670,526
7. Registration	258,063	285,713	306,999	297,937	310,159	330,758	352,940	364,619	398,439	428,666
	18,183,557	18,596,067	18,976,130	20,506,290	21,035,125	22,367,177	23,850,369	24,577,049	25,088,158	25,587,755
DEDUCT—Assignments	445,487	441,956	486,256	441,826	446,386	452,425	475,999	473,975	465,530	430,245
NET	17,738,070	18,154,111	18,489,874	20,064,464	20,588,739	21,914,752	23,374,370	24,103,074	24,622,628	25,157,510
IV.—COMMERCIAL SERVICES (i.e., Post Office and Telegraph)	(b)	(b)	(b)	(b)	(b)	(c)	(c)	22,813	(c)	(c)
V.—MISCELLANEOUS RECEIPTS (i.e., Mint, Gain by Exchange and Miscellaneous)	147,784	156,799	405,461	107,879	986,652	1,072,624	686,122	435,143	279,989	398,901
	50,559,075	49,760,933	51,245,075	52,928,541	54,074,713	55,616,588	57,798,022	57,602,435	58,091,440	59,703,882
Excess of Expenditure over Income	...	386,446	2,801,726	...	2,028,832	...	...	...	...	833,412
	50,559,075	50,147,389	54,046,801	52,928,541	56,103,545	55,616,588	57,798,022	57,602,435	58,091,440	60,537,294

(a) Compensation to Native States, etc., are included under Assignments on account of Land Revenue, etc.

(b) In these years the Expenditure exceeded the Income.

(c) Telegraph only.

## Part II.—Expenditure.

	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
I.—DEBT SERVICES	Rx. 3,667,206	Rx. 3,907,818	Rx. 3,631,879	Rx. 3,639,855	Rx. 4,695,199	Rx. 3,870,437	Rx. 3,367,762	Rx. 3,261,254	Rx. 3,435,738	Rx. 3,504,536
II.—MILITARY SERVICES:										
1. Army	17,155,473	16,148,633	19,133,907	18,540,039	19,357,119	19,239,478	19,733,107	19,904,433	21,500,197	22,554,791
2. Military Works	975,397	909,232	927,762	873,254	1,191,047	1,005,662	1,094,944	1,176,031	1,164,724	1,151,525
3. Special Defence Works	...	...	...	325,626	456,017	789,595	689,481	491,837	604,848	458,060
TOTAL	18,130,870	17,057,865	20,061,669	19,738,919	21,004,783	21,034,735	21,517,532	21,572,901	23,269,769	24,164,376
III.—COLLECTION OF REVENUE:										
1. Land Revenue (including District Administration)	3,329,206	3,363,387	3,414,292	3,464,252	3,486,685	3,513,957	3,624,194	3,676,596	3,835,126	3,936,345
2. Opium	1,854,983	2,066,640	3,057,074	2,729,063	2,424,575	2,597,905	1,605,107	2,180,797	1,861,813	1,602,496
3. Forest	650,715	679,397	680,988	719,765	719,794	792,000	780,035	784,113	843,926	865,225
4. Other Heads	1,020,580	1,073,353	1,049,613	1,171,942	1,114,164	1,119,181	1,114,892	1,148,754	1,220,084	1,232,564
TOTAL	6,864,484	8,082,777	8,202,567	8,084,722	7,745,218	8,023,043	7,124,228	7,790,260	7,760,949	7,636,630
IV.—COMMERCIAL SERVICES:										
1. Post Office and Telegraph	410,825	441,207	433,795	217,702	183,746	(b) *	(b)	(a)	(b)	(b)
2. Railways	305,239	1,051,751	731,713	1,188,668	2,122,386	2,233,392	1,852,601	687,291	315,864	29,670
3. Irrigation	548,175	573,017	715,469	653,949	747,372	722,246	661,629	509,550	672,979	1,847,052
TOTAL	1,264,239	2,065,975	1,880,977	2,060,319	3,053,504	3,016,550	2,589,602	1,256,841	1,035,847	2,398,299
V.—CIVIL SERVICES:										
1. Civil Departments	9,933,805	10,370,023	10,816,283	11,236,858	11,410,622	11,505,582	11,679,034	11,774,192	12,197,685	12,652,036
2. Miscellaneous Civil Charges	3,653,668	3,655,039	3,855,556	3,860,740	3,984,211	4,043,051	4,087,014	3,954,268	4,316,390	4,861,419
3. Famine Relief and Insurance	1,522,813	1,548,357	1,500,000	309,020	91,408	78,336	600,000	600,000	1,268,319	1,116,103
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)	(c)
5. Civil Works	176,295	263,501	632,055	183,077	80,945	22,401	4,974	4,812	163,233	339,487
	4,283,257	3,484,948	2,941,933	3,600,939	3,667,064	3,640,317	3,666,847	3,904,987	4,416,904	4,041,767
Add or deduct—Provincial Surplus or Deficit	19,217,248	19,321,868	19,745,827	19,190,634	19,234,250	19,289,687	20,037,869	20,228,633	22,362,531	23,010,812
	464,679	288,944	523,882	35,665	370,591	285,118	548,996	198,627	240,924	177,359
TOTAL	18,752,569	19,032,924	20,269,709	19,226,299	19,604,841	19,574,805	20,586,865	20,030,008	22,121,607	22,833,458
Excess of Income over Expenditure	48,679,388	50,147,389	54,046,801	52,750,114	56,103,545	55,579,570	55,185,089	53,914,264	57,623,905	60,537,294
	1,879,707	...	...	178,427	...	37,018	2,612,033	3,688,171	467,535	...
	50,559,075	50,147,389	54,046,801	52,928,541	56,103,545	55,616,588	57,798,022	57,602,435	58,091,440	60,537,294

(a) This year the Income exceeded the Expenditure.

(b) Post Office only.

(c) Refund of past expenditure.

H. G. COWIE,  
Deputy Comptroller General.A. F. COX,  
Offg. Comptroller General.STEPHEN JACOB,  
Offg. Secretary to the Government of India.FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 21st March 1895.



## APPENDIX.

TABLE I.—Miscellaneous.

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95. Revised Estimate.	1895-96. Budget.
Recorded Revenue compared with the recorded expenditure, excluding Capital Expenditure on Public Works not charged against Revenue—										
Surplus . . . . .	178,427	.....	37,018	2,612,033	3,688,171	457,535	.....	.....	990,580	46,300
Deficit . . . . .	.....	2,038,832	.....	.....	.....	.....	833,412	1,546,998	.....	.....
Capital Expenditure on Public Works not charged against Revenue . . . . .	5,670,484	2,784,894	1,638,001	3,173,390	3,355,612	3,500,000	3,686,390	3,681,322	5,200,000	4,400,000
Capital charge involved in Redemption of Liabilities . . . .	4,914,546	.....	10,326,049	.....	4,699,557	.....	.....	.....	.....	.....
Net Public Debt incurred . . . . .	9,272,538	5,435,799	13,487,881	5,129,018	6,293,714	3,038,293	—375,403	4,013,311	4,795,500	—890,100
Net Public Debt incurred, including Capital transactions with Guaranteed Railways and other Companies . . . . .	9,043,165	4,861,672	9,456,342	3,913,426	3,639,498	1,891,091	315,875	3,331,845	4,057,700	—1,599,100
Value of commodities exported, excluding Gold and Silver . .	88,470,000	90,544,000	97,049,000	103,460,000	100,227,000	108,172,000	106,595,000	106,503,000		
Ditto imported, ditto . . . . .	61,777,000	55,085,000	60,440,000	69,197,000	71,675,000	69,432,000	66,255,000	77,091,000		
Excess of Exports over Imports, excluding Gold and Silver .	26,693,000	35,539,000	37,609,000	34,263,000	28,552,000	38,741,000	40,330,000	29,412,000		
Net Imports of Gold . . . . .	2,177,000	2,091,000	2,814,000	4,615,000	5,636,000	2,414,000	—2,813,000	641,000		
Ditto of Silver . . . . .	7,156,000	9,129,000	9,217,000	10,938,000	14,175,000	9,022,000	12,864,000	13,730,000		
Total Net Imports of Gold and Silver . . . . .	9,333,000	12,221,000	12,661,000	15,553,000	19,811,000	11,495,000	10,051,000	14,371,000		
Excess of Exports over Imports, including Gold and Silver . .	17,360,000	13,218,000	15,548,000	18,710,000	8,441,000	27,395,000	39,279,000	15,121,000		
Grand Total value of Imports and Exports of all kinds . . .	163,021,000	170,979,000	182,119,000	192,624,000	196,266,000	195,615,000	196,859,000	206,086,000		
SECRETARY OF STATE'S BILL SOLD (Rupees) . . . . .	16,70,03,130	21,81,23,993	20,86,91,221	22,41,86,638	21,18,69,300	23,08,28,115	26,47,84,151	15,72,36,031	31,16,57,000	31,16,57,000
Sterling Equivalent received . . . . .	12,136,279	15,358,577	14,264,859	15,474,496	15,969,034	16,093,854	16,532,215	9,530,235	37,000,000	37,000,000
Silver coined at the Indian Mints . . . . .	4,616,537	10,788,425	7,282,255	8,541,138	13,193,473	5,553,970	12,611,438	4,902,499		
MAXIMUM PRICE IN PENCE OF AN OZ. TROY STANDARD SILVER IN LONDON . . . . .	47½ (Jan.)	45½ (Dec.)	44½ (Sept.)	44½ (Jan.)	54½ (Sept.)	46½ (July)	41½ (June)	38½ (June)	30½ (Aug.)	
Minimum ditto . . . . .	42 (Aug.)	43 (Mar.)	41½ (May)	41½ (Mar.)	43½ (April)	39 (Mar.)	37½ (Mar.)	27 (Mar.)	27½ (Dec. & Jan.)	
Average Exchange upon Secy. of State's Bills sold per rupee .	18. 5. 41½d.	18. 4. 89½d.	18. 4. 37½d.	18. 4. 56½d.	18. 6. 89½d.	18. 4. 73½d.	18. 2. 98½d.	18. 2. 54½d.	18. 1. 09½d.	
Fixed Rate of Exchange for the Adjustment of transactions between the Indian and Imperial Treasuries . . . . .	18. 6½d.	18. 6d.	18. 5d.	18. 4½d.	18. 5d.	18. 6½d.	18. 4½d.	18. 2½d.	18. 1½d.	
Maximum Rate of Discount on Loans on demand at the Bank of Bengal, Calcutta . . . . .	8 (June, July, Feb. & Mar.)	9 (Apr. & May.)	12 (Feb. & Mar.)	11 (Feb. & Mar.)	12 (April)	5 (Jan.—Mar.)	6 (Jan.)	10 (Feb.)	9 (Apr.)	

	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95. Revised Estimate.	1895-96. Budget.
Minimum RATE OF DISCOUNT ON LOANS ON DEMAND AT THE BANK OF BENGAL, CALCUTTA . . . . .	5 (Nov. Dec. & Jan.)	3 (Oct. to Dec.)	4 (May to Sept.)	4 (June, July & Oct.)	3 (Aug. to Feb.)	2 (Aug. & Sept.)	3 (May to Dec.)	4 (June 20 to Nov. 15) & (Nov. 30 to Jan. 10.)	3 (Sept. to Dec.)	
Maximum RATE OF DISCOUNT AT THE BANK OF ENGLAND . . . . .	5 (Dec. & Jan.)	4 (Sept. to Jan.)	5 (Oct. to Jan.)	6 (Jan. & Feb.)	6 (Nov.)	5 (May & June)	3 (Apr. 1, Oct., Nov., Dec. & Jan.)	5 (Aug. & Sept.)	3	
Minimum ditto . . . . .	2 (Apr. & May)	2 (Apr. to Aug.)	2 (Apr. & May)	2½ (Apr. & July)	3 (Apr., May, June, Feb. & Mar.)	2½ (July, Aug. & Sept.)	2 (May to Oct.)	2 (Feb. & Mar.)	2	
Maximum GOVT. BALANCES AT THE THREE PRESIDENCY BANKS R. . . . .	4,594,000 (June)	3,595,000 (Feb.)	4,385,500 (June)	4,446,400 (Mar.)	4,082,800 (June)	4,243,700 (June)	4,123,600 (May)	3,685,400 (June)	4,202,000 (Jan.)	
Minimum ditto . . . . .	3,296,500 (Sept.)	2,861,500 (Dec.)	2,791,000 (Nov.)	2,856,000 (Nov.)	2,937,300 (Oct.)	2,871,600 (Oct.)	2,751,000 (Nov.)	3,016,400 (Nov.)	3,165,700 (Nov.)	
Maximum price in Calcutta of GOVT. FOUR PER CENT. RUPEE SECURITIES . . . . .	98-2 (Sept.)	100 (Oct.)	101-1 (Sept.)	100-10 (July)	106-6 (Jan.)	108-4 (June)	109-2 (May)	108-12 (June)	105-2 (June)	
Minimum ditto . . . . .	95-0 (Feb.)	95-4 (Apr.)	96-6 (Jan.)	96-3 (Jan.)	99-7 (Apr.)	104-10 (Feb.)	103-7 (Sept.)	99-4 (Feb.)	100 (Sept. to Nov.)	
Maximum amount outstanding on London Register of RUPEE SECURITIES ENCAVED FOR INTEREST DRAITS . . . . .	19,707,100 (Oct.)	20,812,800 (Mar.)	21,701,500 (Mar.)	21,962,100 (Nov.)	26,724,500 (Mar.)	27,021,500 (Feb.)	27,236,600 (Apr.)	25,078,300 (July)	25,078,300 (July)	
Minimum ditto . . . . .	19,053,000 (Mar.)	18,016,300 (Oct.)	19,278,300 (May)	21,586,900 (Mar.)	21,408,000 (Apr.)	26,531,900 (Aug.)	25,927,100 (Mar.)	24,127,500 (Mar.)	24,127,500 (Mar.)	
Maximum price in London of 4 per cent. (RUPEE) SECURITIES IN GOLD . . . . .	73½ (Nov.)	70½ (Sept.)	69½ (Sept.)	70½ (Jan.)	90½ (Aug.)	78½ (July)	70½ (June)	71 (June)	59½ (Aug.)	
Minimum ditto . . . . .	65½ (Aug.)	67 (Apr.)	65½ (May)	66½ (Sept.)	70½ (Apr.)	66½ (Mar.)	68 ½ (Aug.)	56½ (Feb.)	53 ½ (May)	
Maximum price in London of India 3½ per cent. Stock . . . . .	102 (May)	108 (Mar.)	108½ (Mar.)	109½ (May)	110 (Feb.)	108½ (Apr.)	110 (Mar.)	110½ (Apr.)	115½ (Jan.)	
Minimum ditto . . . . .	100½ (Sept.)	100½ (Sept.)	104 (Oct.)	106½ (Dec.)	104½ (Nov.)	102½ (June)	105 (Aug.)	106½ (Sept.)	108½ (June)	
Maximum price in London of India 3 per cent. Stock . . . . .	90 (Apr.)	99½ (Mar.)	100½ (Feb.)	102 (Aug.)	100½ (Apr.)	97½ (Apr.)	100½ (Mar.)	100½ (Apr.)	105 (Jan.)	
Minimum ditto . . . . .	85 (Feb.)	87½ (Apr.)	96 (May)	99 (Apr.)	94½ (Nov.)	93 (June)	95 (Aug.)	97 (Sept.)	98½ (June)	
Maximum GOVERNMENT PAPER CURRENCY OUTSTANDING . . . . .	14,678,200 (Nov.)	18,610,300 (Nov.)	18,955,200 (July)	16,667,800 (Nov.)	27,660,300 (Jan.)	27,046,700 (July)	29,065,000 (Aug.)	30,505,900 (Jan.)	32,355,400 (Nov.)	
Minimum ditto . . . . .	13,779,400 (Apr.)	13,903,200 (May)	14,820,800 (Feb.)	15,466,500 (Dec.)	17,419,600 (Apr.)	22,624,200 (Jan.)	23,958,100 (Apr.)	24,216,000 (Apr.)	29,500,000 (Jan.)	
Number of SAVINGS BANKS . . . . .	6,230	6,152	6,237	6,516	6,642	6,642	6,594	6,544	6,544	
Number of depositors in Savings Banks . . . . .	259,090	331,867	383,267	431,805	475,120	538,752	588,477	644,658	644,658	
Amount deposited in Savings Bank . . . . .	5,795,149	6,675,571	7,622,544	7,531,868	8,062,241	8,886,372	9,774,819	10,322,430	10,322,430	
Average of each deposit . . . . .	20	20	20	18	17	17	17	16	16	
Net addition to deposits . . . . .	714,066	880,322	946,973	-90,676	536,373	824,131	883,447	547,775	547,775	



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

## TABLE II.—Sea-borne Trade for the year.

(Principal articles arranged in order of their declared value.)

No.	EXPORTS.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
1	<b>COTTON—</b>					
	Raw—					
	Quantity . . . . . Cwt.	6,320,342	5,913,923	4,424,947	4,780,201	4,788,888
	Value . . . . . Rx.	18,668,404	16,502,775	10,754,312	12,743,679	13,296,670
	Average declared value { Annas . . . . .	4-3	4-0	3-6	3-10	4-0
	per lb.— { Pence, at average exchange . . . . .	4-4	4-52	3-66	3-59	3-64
	Twist and yarn—					
	Quantity . . . . . Lbs.	141,949,951	169,275,304	161,253,234	189,174,726	134,066,243
	Value . . . . . Rx.	5,748,732	6,543,364	5,771,033	6,773,482	4,974,133
	Average declared value per lb . . . . . Annas	6-6	6-2	5-9	5-9	5-11
	Other manufactures— Value . . . . . Rx.	1,005,011	1,159,275	1,264,003	1,327,175	1,268,425
	Average declared value { Grey or unbleached . . . . . Annas	1-9	1-10	1-10	1-10	1-11
	per yard— { Coloured, printed or dyed . . . . .	4-6	4-8	4-7	4-5	5-1
	Percentage of manufactures on whole value exported . . . . .	26-57	31-82	39-55	38-86	31-95
2	<b>SEEDS—</b>					
	Quantity . . . . . Cwt.	15,794,742	14,798,999	19,164,522	16,509,161	24,229,341
	Value . . . . . Rx.	10,627,553	9,343,252	12,208,458	11,631,015	16,753,251
	Average declared value { Rupees . . . . .	6-10-0	6-2-9	6-4-0	7-1-1	7-5-3
	of linseed per cwt.— { Shillings, at average exchange . . . . .	9-15	9-3	8-71	8-83	8-88
3	<b>JUTE—</b>					
	Raw and manufactured— Value . . . . . Rx.	11,431,103	10,083,972	9,361,594	11,182,217	11,965,917
	Average declared value { Rupees . . . . .	8-6-9	6-5-6	8-0-5	7-8-7	9-12-11
	of raw jute per cwt.— { Shillings, at average exchange . . . . .	11-63	9-56	11-19	9-41	11-89
	Percentage of manufactures on whole value exported . . . . .	24-42	24-61	26-84	28-96	28-76
4	<b>RICE AND PADDY—</b>					
	Quantity . . . . . Cwt.	27,098,906	34,963,341	33,166,929	27,938,325	24,647,907
	Value . . . . . Rx.	10,110,482	12,877,740	13,385,971	12,406,719	10,384,739
	Average declared value of { Rupees . . . . .	3-12-1	3-11-3	4-1-0	4-7-8	4-4-3
	husked rice per cwt.— { Shillings, at average exchange . . . . .	5-18	5-58	5-66	5-59	5-17
5	<b>OPIMUM—</b>					
	Quantity . . . . . Chests	85,166	85,753	87,558	75,384	70,841
	Value . . . . . Rx.	10,115,936	9,261,815	9,562,261	9,255,014	8,019,428
	Average declared value per chest in Rupees . . . . .	1,188	1,080	1,092	1,228	1,132
6	<b>TEA—</b>					
	Quantity . . . . . Lbs.	103,760,104	107,014,993	120,149,407	114,722,447	126,332,475
	Value . . . . . Rx.	5,277,650	5,219,233	5,968,129	6,292,348	6,585,835
	Average declared value { Annas . . . . .	8-2	7-10	7-11	8-9	8-4
	per lb.— { Shillings, at average exchange . . . . .	7	7-74	6-69	6-68	6-63
7	<b>HIDES AND SKINS—</b>					
	Quantity . . . . . No.	30,955,168	32,733,651	35,862,345	37,425,517	36,215,661
	Value . . . . . Rx.	4,524,261	4,695,919	5,186,002	5,591,935	5,801,328
	Percentage of dressed or manufactured on whole value exported . . . . .	55-79	53-99	54-36	52-82	55-74
8	<b>WHEAT—</b>					
	Quantity . . . . . Cwt.	13,799,224	14,320,496	30,303,425	14,973,453	12,156,551
	Value . . . . . Rx.	5,791,377	6,042,426	14,380,462	7,440,383	5,193,885
	Average declared value { Rupees . . . . .	4-3-2	4-3-6	4-11-11	4-1-5-6	4-4-4
	per cwt.— { Shillings, at average exchange . . . . .	5-8	6-36	6-62	6-2	5-18
9	<b>INDIGO—</b>					
	Quantity . . . . . Cwt.	157,116	118,425	125,327	126,703	131,399
	Value . . . . . Rx.	3,863,084	3,073,125	3,214,076	4,141,179	4,182,128
	Average declared value { Rupees . . . . .	245-14-0	259-8-0	256-7-3	326-13-6	318-4-5
	per cwt.— { Sterling, at average exchange . . . . .	16-97	19-56	17-88	20-41	19-29
10	<b>COFFEE—</b>					
	Quantity . . . . . Cwt.	239,795	233,451	311,864	296,687	278,735
	Value . . . . . Rx.	1,489,872	1,454,985	1,998,659	2,066,862	2,002,171
	Average declared value { Rupees . . . . .	62-2-1	62-5-2	64-1-5	69-10-8	71-13-3
	per cwt.— { Shillings, at average exchange . . . . .	85-77	93-95	89-37	87	87-07
11	<b>WOOL—</b>					
	Raw and manufactured—Value . . . . . Rx.	1,211,438	1,072,489	1,108,653	1,236,658	1,226,434
	Average declared value { Annas . . . . .	7-3	7-3	7-3	7-3	7-1
	of raw wool per lb { Pence, at average exchange . . . . .	7-51	8-2	7-58	6-79	6-44
12	<b>LAC—Value . . . . . Rx.</b>	489,380	781,945	751,474	784,950	960,330
13	<b>SILK—</b>					
	Raw and manufactured—Value . . . . . Rx.	900,539	724,249	702,584	814,752	940,516
	Average declared value { Rupees . . . . .	3-1-0	2-15-4	3-1-11	3-6-3	3-15-1
	of raw silk per lb— { Shillings, at average exchange . . . . .	4-23	4-46	4-35	4-23	4-78
14	<b>SUGAR—Value . . . . . Rx.</b>	917,179	417,562	508,417	507,914	892,741
15	<b>OILS—Value . . . . .</b>	555,007	563,784	604,046	633,626	535,881
16	<b>TEAK WOOD—</b>					
	Quantity . . . . . Cubic tons	71,342	42,803	48,190	58,350	45,964
	Value . . . . . Rx.	762,998	425,303	474,852	570,102	457,447
	Average declared value { Rupees . . . . .	106-15-2	99-5-10	98-8-7	97-11-3	99-8-4
	per cubic ton— { Sterling, at average exchange . . . . .	7-38	7-49	6-87	6-1	6-03
17	<b>SALTPETRE—</b>					
	Quantity . . . . . Cwt.	422,220	399,690	389,185	443,931	321,933
	Value . . . . . Rx.	411,276	380,059	365,618	438,940	338,102
	Average declared value { Rupees . . . . .	9-11-10	9-8-2	9-6-4	9-14-2	10-8-0
	per cwt.— { Shillings, at average exchange . . . . .	13-45	14-34	13-1	12-34	12-73

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—Sea-borne Trade for the year—*continued*.

No.	IMPORTS.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
1	<b>COTTON—</b>					
	Twist and yarn—					
	Quantity . . . . . Lbs.	46,383,843	50,973,105	50,410,630	38,206,716	42,824,221
	Value . . . . . Rx.	3,482,747	3,768,505	3,514,763	2,644,963	3,110,069
	Average declared value { Annas . . . . .	12'01	11'83	11'16	11'22	11'62
	per lb— { Pence, at average exchange . . . . .	12'43	13'37	11'67	10'51	10'56
	Other manufactures—					
	Value . . . . . Rx.	26,398,597	27,248,395	25,180,682	22,974,002	29,297,739
	<b>TOTAL COTTON GOODS - Gross imports</b> . . . . .	29,881,344	31,016,900	28,695,445	25,658,965	32,407,808
	<b>Re-exports—</b>					
	Twist and yarn—					
	Quantity . . . . . Lbs.	1,270,444	1,243,380	1,648,822	1,357,055	1,108,901
	Value . . . . . Rx.	91,382	83,801	113,665	90,822	79,966
	Other manufactures—					
	Value . . . . . " "	1,728,358	1,710,493	1,817,165	1,732,879	1,645,931
	<b>Total re-exports</b> . . . . .	1,819,740	1,794,294	1,930,830	1,823,701	1,725,897
	<b>TOTAL COTTON GOODS—Net imports</b> . . . . .	28,061,604	29,222,606	26,764,615	23,835,264	30,681,911
2	<b>METALS</b> . . . . . Value "	5,983,709	6,024,466	6,033,543	5,815,867	6,727,725
3	<b>OILS</b> . . . . . " "	2,645,213	2,634,187	2,635,955	2,919,162	3,570,188
4	<b>SILK (raw and manufactured)</b> . . . . . " "	2,845,159	2,501,430	3,014,698	2,817,651	3,188,053
5	<b>SUGAR</b> . . . . . " "	2,200,049	3,399,886	2,561,996	2,625,683	2,824,190
6	<b>MACHINERY AND MILLWORK</b> . . . . . " "	2,491,428	2,160,483	2,180,019	2,477,835	2,607,028
7	<b>RAILWAY PLANT AND ROLLING-STOCK</b> . . . . . " "	2,907,086	3,236,786	2,505,471	2,321,989	2,334,563
8	<b>WOOLLEN MANUFACTURES</b> . . . . . " "	1,597,549	1,952,600	1,874,896	1,674,088	2,028,427
9	<b>PROVISIONS</b> . . . . . " "	1,596,565	1,476,070	1,771,793	1,862,055	1,782,868
10	<b>LIQUORS</b> . . . . . " "	1,489,121	1,438,081	1,449,411	1,447,267	1,458,333
11	<b>APPAREL</b> . . . . . " "	1,200,020	1,235,804	1,274,497	1,272,263	1,444,869
12	<b>COAL (excluding coke and patent fuel)</b> . . . . . " "					
	Quantity . . . . . Tons	609,218	799,149	759,709	681,997	576,645
	Value . . . . . Rx.	1,304,591	1,551,667	1,269,777	1,181,606	992,953
	Average declared value { Rupees . . . . .	21'41	19'42	16'71	17'33	17'22
	per ton— { Shillings, at average exchange . . . . .	29'56	29'27	23'3	21'64	20'87
13	<b>SPICES</b> . . . . . Value Rx.	852,350	813,115	797,196	623,633	873,655
14	<b>SALT—</b>					
	Quantity . . . . . Tons	410,808	395,243	373,953	360,042	412,876
	Value . . . . . Rx.	894,532	779,034	627,953	576,694	791,067
	Average declared value { Rupees . . . . .	21'77	19'71	16'79	16'02	19'16
	per ton— { Shillings, at average exchange . . . . .	30'05	29'71	23'41	20'	23'23

TABLE III.—Sea-borne Trade for the first eleven months of the year.

(Principal articles arranged in order of their declared value.)

	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Value of commodities Exported, excluding gold and silver . . . . .	Rx. 89,726,199	Rx. 97,121,568	Rx. 94,651,294	Rx. 95,562,500	Rx. 99,299,360
" " Imported " " " " " " . . . . .	65,893,996	63,228,773	60,227,814	70,232,959	67,331,684
<b>EXCESS EXPORTS</b> . . . . .	23,832,203	33,892,795	34,423,480	25,329,541	31,967,676
Net Imports of silver . . . . .	13,256,180	6,757,530	11,773,557	12,718,816	5,576,723
" " of gold . . . . .	5,289,211	2,761,390	—2,964,982	961,433	—4,908,362
<b>TOTAL NET IMPORTS OF GOLD AND SILVER</b> . . . . .	18,545,391	9,518,920	8,808,575	13,680,249	668,361
<b>GRAND TOTAL IMPORTS AND EXPORTS OF ALL KINDS</b> . . . . .	178,052,317	175,181,058	177,219,520	186,413,171	182,924,949



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Sea-borne Trade for the first eleven months of the year—continued.

No.	EXPORTS.	Eleven months, 1st April to the end of February.					
		1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	
1	COTTON, RAW	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per lb . . . . . R	5,014,020 14,104,585 0-4-0	3,736,951 9,170,455 0-3-6	4,177,229 10,679,691 0-3-8	4,007,902 11,170,486 0-4-0	3,076,555 7,980,650 0-3-8
	MANUFACTURES—						
	Twist and yarn	{ Quantity . . . . . Lbs. Value . . . . . Rx. Average value per lb . . . . . R	155,991,420 6,065,325 0-6-3	148,139,276 5,342,604 0-5-9	172,295,305 6,101,487 0-5-8	118,069,436 4,392,476 0-5-11	145,449,400 5,197,550 0-5-9
	Other manufactures—Value . . . . . Rx.	1,057,389	1,121,810	1,210,580	1,136,754	1,356,497	
	TOTAL COTTON (RAW AND MANUFACTURED)—Value . . . . .	21,227,299	15,634,869	17,991,758	16,699,716	14,534,697	
2	JUTE (raw and manufactured)—Value . . . . . Rx.	9,272,242	8,843,939	10,339,638	11,024,686	13,609,946	
3	SEEDS	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per cwt. . . . . R	13,340,316 8,410,665 6-4-11	17,331,454 10,963,820 6-5-3	14,302,375 9,948,101 6-15-3	21,898,776 15,211,900 6-15-2	19,626,362 13,349,724 6-12-10
4	RICE AND PADDY	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per cwt. . . . . R	28,562,506 10,679,965 3-11-10	27,020,659 10,967,914 4-0-11	21,787,509 9,999,037 4-9-5	20,024,783 8,714,628 4-5-8	27,876,204 11,432,551 4-1-7
5	OPIUM	{ Quantity . . . . . Chests Value . . . . . Rx. Average value per chest . . . . . R	79,747 8,632,376 1,082-7-6	80,924 8,783,417 1,085-6-3	70,201 8,593,894 1,224-2-11	66,455 7,541,805 1,134-14-2	65,432 8,617,668 1,317-0-6
6	TEA	{ Quantity . . . . . Lbs. Value . . . . . Rx. Average value per lb . . . . . R	104,560,038 5,103,727 0-7-10	117,599,484 5,861,567 0-8-0	113,756,547 6,240,214 0-8-9	125,061,810 6,520,798 0-8-4	126,716,964 7,426,071 0-9-4
7	HIDES AND SKINS	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per cwt. . . . . R	732,613 4,186,839 57-2-5	773,551 4,676,085 60-7-2	773,491 4,951,751 64-0-3	749,706 5,186,836 69-3-0	842,924 5,874,626 69-11-1
8	INDIGO	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per cwt. . . . . R	111,715 2,930,555 262-5-2	121,165 3,121,033 257-9-4	122,562 4,035,959 329-4-9	123,782 4,001,224 323-4-0	155,926 4,505,907 288-15-8
9	WHEAT	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per cwt. . . . . R	13,505,683 5,691,051 4-3-5	28,587,884 13,506,942 4-11-7	14,518,266 7,206,490 4-15-5	11,488,839 4,944,148 4-4-10	6,592,480 2,454,847 3-11-7
10	COFFEE	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per cwt. . . . . R	195,785 1,217,545 62-3-0	211,201 1,336,844 63-4-9	203,862 1,383,017 67-13-5	201,752 1,444,860 71-9-10	203,612 1,579,862 77-9-6
11	WOOL (raw and manufactured)—Value . . . . . Rx.	932,654	1,016,880	1,127,040	1,099,635	1,436,031	
12	LAC—Value . . . . .	693,894	624,279	683,493	803,569	1,215,869	
13	OILS—Value . . . . .	493,646	557,514	565,482	476,125	678,226	
14	SILK (raw and manufactured)—Value . . . . .	651,491	640,035	713,287	859,735	585,175	
15	TEAK WOOD	{ Quantity . . . . . Cubic tons Value . . . . . Rx. Average value per cubic ton . . . . . R	38,867 386,835 99-8-5	42,131 422,758 100-5-6	53,768 524,469 97-8-8	40,968 409,052 99-13-7	51,967 522,901 100-9-11
16	SUGAR—Value . . . . . Rx.	335,677	455,449	418,636	715,127	511,366	
17	SALTPETRE	{ Quantity . . . . . Cwt. Value . . . . . Rx. Average value per cwt. . . . . R	351,749 336,137 9-8-11	337,410 316,693 9-6-2	407,980 402,317 9-13-9	296,844 310,246 10-7-3	334,078 388,001 11-9-10

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Sea-borne Trade for the first eleven months of the year—concluded.

IMPORTS.		ELEVEN MONTHS, 1ST APRIL TO THE END OF FEBRUARY.				
		1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
1	COTTON—					
	Twist and yarn	Quantity . . . . . Lbs. 46,539,279	46,671,847	35,493,526	38,971,912	36,579,056
		Value . . . . . Rs. 3,446,744	3,255,329	2,471,858	2,821,488	2,537,184
		Average value per lb . . . . . R 0-11-10	0-11-2	0-11-2	0-11-7	0-11-1
		in sterling, at average exchange	1s. 1½d.	11½d.	10½d.	9d.
	Other manufactures—Value . . . . . Rs.	24,853,696	22,787,025	21,118,447	26,352,935	27,625,688
	TOTAL COTTON GOODS—Gross imports . . . . .	28,300,440	26,042,354	23,590,305	29,174,423	30,162,872
	Re-exports—					
	Twist and yarn	Quantity . . . . . Lbs. 1,096,760	1,511,343	1,166,231	1,045,521	1,700,315
		Value . . . . . Rs. 74,171	104,752	78,136	76,144	108,892
		Average value per lb . . . . . R 0-10-10	0-11-1	0-10-9	0-11-8	0-10-3
	Other Manufactures—Value . . . . . Rs.	1,566,313	1,646,278	1,565,428	1,514,695	1,954,102
	Total re-exports . . . . .	1,640,484	1,751,030	1,643,564	1,590,839	2,062,994
	TOTAL COTTON GOODS—Net imports . . . . .	26,659,956	24,291,324	21,946,741	27,583,584	28,099,878
2	METALS . . . . . Value "	5,455,500	5,415,524	5,196,917	6,137,131	4,936,744
3	RAILWAY PLANT AND ROLLING-STOCK . . . . . "	3,007,161	2,316,905	1,946,469	2,070,338	2,627,510
4	SUGAR . . . . . "	3,151,785	2,343,207	2,411,748	2,504,116	2,508,088
5	MACHINERY AND MILLWORK . . . . . "	1,990,591	2,003,485	2,210,794	2,427,495	2,335,515
6	SILK (raw and manufactured) . . . . . "	2,325,637	2,781,800	2,599,167	2,997,401	2,163,199
7	OILS . . . . . "	2,333,735	2,380,008	2,502,668	3,258,222	1,894,038
8	WOOLLEN MANUFACTURES . . . . . "	1,826,269	1,776,770	1,584,000	1,935,698	1,599,221
9	PROVISIONS . . . . . "	1,371,276	1,635,610	1,737,502	1,680,861	1,452,251
0	LIQUORS . . . . . "	1,305,065	1,307,768	1,317,482	1,343,815	1,329,080
1	COAL (excluding coke	Quantity . . . . . Tons 721,367	656,702	600,075	497,746	729,229
	and patent fuel)	Value . . . . . Rs. 1,409,911	1,099,769	1,041,318	853,140	1,280,652
		Average value per ton . . . . . R 19-8-9	16-11-11	17-5-8	17-2-3	17-9-0
2	APPAREL . . . . . "	1,144,296	1,177,139	1,161,311	1,349,581	1,229,735
3	SALT . . . . . "	Quantity . . . . . Tons 366,090	341,356	323,276	377,355	469,750
		Value . . . . . Rs. 717,839	575,185	518,194	716,611	765,551
		Average value per ton . . . . . R 19-9-9	16-13-7	16-0-6	18-15-10	16-4-9
4	SPICES . . . . . Value Rx.	738,982	722,841	562,400	790,946	712,282

TABLE IV.—Wholesale prices of typical commodities in Gold and Silver in London and Calcutta in December in each year.

(Prices of March 1873=100.)

	MEASURED IN GOLD.								MEASURED IN SILVER.*							
	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
LONDON—(prices quoted from the LONDON ECONOMIST.)																
Notch Pig Iron (Warrants)	37	35	50	40	40	35	37	36	49	50	68	50	54	54	69	75
als, Hetton, Wallsend (London)	49	51	63	55	52	48	70	47	66	71	86	69	71	73	131	99
pper, Chili Bars . . . . .	95	87	55	62	52	53	48	44	127	121	75	79	70	82	91	93
h, Straits . . . . .	115	68	67	64	63	64	52	43	153	95	92	80	85	97	98	90
heat . . . . .	56	55	55	59	71	57	49	36	74	78	75	74	96	86	91	76
ur, Town-made . . . . .	54	61	57	65	66	52	47	38	73	85	78	82	89	80	88	80
ef, inferior . . . . .	75	67	87	70	80	75	80	75	100	95	119	88	108	115	150	157
ttion, No. 40, mule twist	62	65	64	68	57	57	54	44	84	91	88	85	77	87	100	92
ol, South Down Hogs . . . . .	55	54	59	59	59	55	55	52	73	75	80	74	79	84	103	110
gar Manilla, low brown . . . . .	56	53	45	55	58	51	45	35	75	75	61	69	78	78	84	74
ffee . . . . .	102	101	112	118	114	120	119	119	136	142	153	149	155	183	203	250
ltpetre . . . . .	77	77	78	78	77	77	78	79	103	107	107	99	103	118	147	166
ld . . . . .	...	...	...	...	...	...	...	...	134	140	137	126	135	153	187	210
ver . . . . .	75	71	73	79	74	65	53	47	...	...	...	...	...	...	...	...
IN CALCUTTA—(prices quoted from the CALCUTTA PRICE CURRENT)																
ey Shirts (8 to 9 lbs.) . . . . .	79	81	76	74	74	77	70	70								
le twist, grey yarn, Banner mill, 10 lbs.	72	75	74	71	65	73	69	70								
h, Turkey red, No. 40, full weight	58	57	57	56	57	61	62	62								
h, orange, Nos. 40-60 . . . . .	86	85	85	77	73	76	80	80								
pper sheathing . . . . .	90	99	69	72	72	80	83	93								
n, flat, bolt, bar and square, common	59	65	79	64	64	97	96	103								
elter, hard . . . . .	128	107	144	151	151	217	125	130								
des, buffalo, slaughtered, Patna	69	74	Nom.	Nil	Nil	Nil	Nil	Nil								
ligo, good, middling to good	82	93	76	88	74	114	108	99								
e [C.C.] . . . . .	153	192	192	123	219	186	222	167								
eli-lac, Europe, 1st orange	68	76	102	76	102	Nom.	127	161								
seed, bold . . . . .	94	112	115	99	112	128	53	127								
ce, Ballam, No. 1 . . . . .	118	147	165	159	168	196	200	162								
k, raw, Cossimbazar . . . . .	64	76	87	71	64	79	71	69								
a, Souchong, Fair . . . . .	50	52	50	48	41	59	43	61								
eat, Doodiah, Club No. 2	76	87	81	86	103	56	78	81								
ld . . . . .	131	135	131	122	131	148	146	169								

\* The values measured in silver in London have been calculated from the values in gold on the basis of the price of standard silver in London.



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE V.—Statement showing the true financial results to the Revenues of India of the guarantee of interest upon the Capital of Guaranteed Railway Companies.

	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Open mileage at end of official year .	3,243	*2,588	2,588	2,587	2,587	2,587	2,587
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Gross traffic receipts . . . . .	6,534,567	6,753,013	6,846,420	6,301,935	6,461,042	6,069,000	6,560,000
Working expenses . . . . .	3,365,933	3,251,739	3,353,302	3,057,522	3,077,230	3,030,000	3,065,000
Percentage of working expenses on receipts . . . . .	51.50	48.15	48.98	48.52	47.63	49.93	46.72
Net traffic receipts . . . . .	3,168,634	3,501,274	3,493,118	3,244,413	3,383,812	3,039,000	3,495,000
Net gain by the remittance to England of Capital receipts and disbursements in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills . . . .	...	...	...	...	...	...	...
Total Revenue . . . . .	3,168,634	3,501,274	3,493,118	3,244,413	3,383,812	3,039,000	3,495,000
Gross guaranteed interest paid in India . . . . .	9,468	7,597	37,171	2,673	2,495	6,800	2,150
Ditto in London £ . . . . .	2,337,058	2,354,130	2,114,159	2,145,297	2,154,720	2,154,600	2,161,300
Total guaranteed interest (sterling payments converted at the average exchange of the year) . . . . .	3,395,279	3,130,941	3,069,430	3,438,635	3,557,493	3,956,900	3,964,600
Surplus paid to Railway Companies . . . . .	441,933	473,334	737,659	581,924	571,255	599,800	585,000
Land and Supervision . . . . .	30,952	42,987	19,257	29,423	34,003	32,100	33,000
Net loss on receipts and disbursements of Capital in India calculated in the same way as the gain . . . . .	142,733	87,538	131,960	145,383	133,548	62,100	80,600
Total Expenditure . . . . .	4,010,897	3,734,800	3,958,306	4,195,365	4,296,299	4,650,900	4,663,200
Net Expenditure from the Public Treasury . . . . .	842,263	233,526	465,188	950,952	912,487	1,611,900	1,168,200
Net Revenue . . . . .	...	...	...	...	...	...	...

\* The South Indian Railway, 654½ miles, was purchased by the State on the 1st January 1891, and the mileage is shown under State Railways.

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VI.—Actual Capital expenditure on State Railways in 1893-94, and estimated expenditure on such works in 1894-95 and 1895-96, and to end of 1895-96.

RAILWAYS.	To end of 1892-93.	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	To end of 1895-96.	Sanctioned outlay.	Balance remaining unspent.
OPEN LINES.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian, including Jherria Extension	15,079,819	543,377	354,100	310,000	16,287,296	16,287,296	...
Rajputana-Malwa	9,316,362	38,340	146,200	39,300	9,540,202	9,540,202	...
Holkar	1,306,264	2,179	300	5,800	1,314,543	1,314,543	...
Cawnpore-Achnera	1,154,939	7,590	5,500	10,800	1,178,829	1,178,829	...
Rewari-Ferozepore	1,281,052	1,731	7,200	7,700	1,297,683	1,297,683	...
Palanpur-Deesa	11,433	9,163	800	6,400	27,796	27,796	...
Bhopal	194,605	19,215	14,000	7,500	235,320	235,320	...
Wardha Coal	498,769	...	...	10,500	509,269	509,269	...
Warora Colliery	156,434	11,260	43,400	18,400	229,494	229,494	...
Umaria Colliery	103,770	4,247	5,200	5,200	109,923	109,923	...
Burma	5,282,445	63,688	34,700	8,900	5,371,933	5,371,933	...
Jorhat	78,899	2,184	1,100	4,600	86,783	86,783	...
Cherra-Companyganj	77,830	70	200	...	78,100	78,100	...
Eastern Bengal	8,532,004	105,544	64,500	120,000	8,822,048	8,822,048	...
Tirhoot	2,485,903	12,460	50,500	70,000	2,618,863	2,618,863	...
Lucknow-Rae Bareilly Section	163,289	82,520	80,300	164,300	11,620,757	11,620,757	...
Dudh and Rohilkhand	10,344,159	36,566					
Bareilly-Rampur-Moradabad	270,448	392,975	86,200	...	512,114	512,114	...
Lucknow-Bareilly	512,114	...	...				
North Western	34,971,352	183,972	204,700	84,000	35,444,024	35,444,024	...
Runtakal-Mysore frontier	575,879	9,931	1,000	5,000	591,810	591,810	...
South Indian	7,210,330	75,035	20,000	85,000	7,390,365	7,390,365	...
Bezavada Extension	142,153	500	500	...	143,153	143,153	...
Dhond and Manmad	1,108,704	9,382	5,100	28,600	1,151,786	1,151,786	...
Mayavaram-Mutpet	163,176	63,993	12,800	3,800	243,769	243,769	...
Hyderabad-Umarkot	163,042	7,655	6,000	1,000	177,697	177,697	...
Petroleum Operations	14,381	1,914	200	...	12,267	12,267	...
Frontier Railway Reserve Material	421,948	13,847	1,400	...	437,195	437,195	...
Cashawar Railway Reserve Material	36,776	...	...	...	36,776	36,776	...
<b>TOTAL</b>	<b>101,658,279</b>	<b>1,687,016</b>	<b>1,145,500</b>	<b>979,000</b>	<b>105,469,795</b>	<b>105,469,795</b>	<b>...</b>
<b>LINES UNDER CONSTRUCTION.</b>							
Rutlam-Ujjain	...	...	30,000	240,000	270,000	466,842	196,842
Godhra-Rutlam	924,253	427,045	193,400	35,000	1,579,698	*1,580,441	743
Lu Valley	1,528,733	270,309	304,600	120,000	2,223,642	2,368,121	144,479
Assam-Bengal, (Construction)	...	...	733,900	305,000	1,038,900	1,038,900	...
Ditto (Land)	14,231	67,004	127,500	195,000	403,735	431,835	28,100
Gradient Improvements	491,953	144,860	109,300	26,100	720,013	*718,623	1,391
Arachi-Kotri (doubling line)	...	...	...	103,400	103,400	*577,724	474,324
Kotri-Rohri	...	...	247,000	500,000	747,000	1,346,294	599,294
Vazirabad-Lyallpur	...	...	50,000	170,000	220,000	392,115	172,115
Lushkaf-Bolan	451,183	561,486	622,000	351,400	1,986,069	*2,263,705	277,636
Lari-Attock	299,011	83,602	80,000	150,000	612,613	1,372,856	760,243
East Coast	2,853,997	975,989	768,000	500,000	5,097,986	5,576,737	478,751
Madras-Bezavada (Ennore Section)	...	...	17,000	30,000	47,000	60,000	13,000
Cawnpore-Lucknow-Gogra	...	...	105,300	140,000	245,300	*376,926	131,626
<b>TOTAL</b>	<b>6,563,361</b>	<b>2,530,295</b>	<b>3,388,000</b>	<b>2,813,700</b>	<b>15,295,356</b>	<b>18,571,118</b>	<b>3,275,762</b>
<b>Carried forward</b>	<b>108,221,640</b>	<b>4,217,311</b>	<b>4,533,500</b>	<b>3,792,700</b>	<b>120,765,151</b>	<b>124,040,913</b>	<b>3,275,762</b>

\* Estimated cost not yet sanctioned.



## APPENDIX.

TABLE VI.—Actual Capital expenditure on State Railways in 1892-93, and estimated expenditure on such works in 1894-95 and 1895-96, and to end of 1895-96—*continued*.

RAILWAYS.	To end of 1892-93.	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	To end of 1895-96.	Sanctioned outlay.	Balance remaining unspent.
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Brought over	108,221,640	4,217,311	4,533,500	3,792,700	120,765,151	124,040,913	3,275,762
<b>LINES IN ABEYANCE OR TRANSFERRED TO COMPANIES, ETC.</b>							
Ranaghat-Bhagwangola . . .	30,244	...	...	...	30,244	30,244	...
Southern Mahratta (Depreciation on stores, etc.) . . .	52,707	...	...	...	*52,707	52,707	...
Bellary-Kistna . . .	1,657,753	...	...	...	1,657,753	1,657,753	...
Bilaspur-Etawah . . .	7,514	...	...	...	7,514	7,514	...
Vizagapatam-Raipur . . .	24,504	...	...	...	24,504	24,504	...
Nagpur-Chhattisgarh Deprecia- tion Account . . .	49,730	3,702	2,800	...	56,232	56,232	...
TOTAL	1,822,452	3,702	2,800	...	1,828,954	1,828,954	...
Stores and Reserve . . .	158,535	—146,589	93,800	116,700	222,446	222,446	...
Deduct—Over allotments	110,202,627	4,074,424	4,630,100	3,909,400	122,816,551	126,092,313	...
TOTAL	110,202,627	4,074,424	4,630,100	3,709,400	122,616,551	125,892,313	3,275,762
<b>Distributed as under—</b>							
<b>CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged against Revenue)—</b>							
State Railways—Construc- tion . . .	65,841,402	2,939,568	4,610,000	3,700,000	77,090,970		
Redemption of Liabilities . . .	33,553,451	...	...	...	33,553,451		
<b>FAMINE RELIEF AND INSURANCE—</b>							
Protective Railways . . .	4,403,243	1,060,954	...	...	5,464,197		
<b>CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance) . . .</b>							
	6,404,531	73,902	20,100	9,400	6,507,933		
TOTAL AS ABOVE	110,202,627	4,074,424	4,630,100	3,709,400	122,616,551	125,892,313	3,275,762

\*Represents depreciation on works and stores allowed by Government on transfer to the Company.

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VII.—Capital Expenditure on Irrigation—Major Works, in 1893-94, and estimated expenditure on such works in 1894-95, 1895-96, and to the end of 1895-96, &amp;c.

		Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	Total Actual and Estimated outlay to end of 1895-96.	Sanctioned Estimate.	Balance of sanctioned estimate remaining to be spent.
IRRIGATION WORKS.		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
CAPITAL EXPENDITURE NOT CHARGED AGAINST REVENUE.							
<i>Bengal.</i>						(a)	
ORISSA CANALS		35,682	29,500	11,100	2,573,270	3,145,490	572,220
MIDNAPORE CANAL.	Old outlay	...	...	...	822,251	831,677	...
	Outlay against Open Capital sanctions	260	...	1,000	4,880	5,632	752
HIDGELLEE TIDAL CANAL.	Old outlay	...	...	...	179,549	177,269	...
	Outlay against sup- plementary estimate	—828	10,600	16,500	73,826	76,915	3,089
SONE CANALS	Old outlay	...	...	...	2,535,663	2,788,870	...
	Outlay against Open Capital sanctions	16,680	4,900	3,700	68,451	71,264	2,813
<i>North-Western Provinces and Oudh.</i>							
GANGES CANAL	Old outlay	...	...	...	2,685,061	2,923,592	...
	Outlay against Open Capital sanctions	12,675	27,500	35,900	103,950	81,164	...
LOWER GANGES CANAL.	Old outlay	...	...	...	3,099,851	3,273,832	...
	Outlay against Open Capital sanctions	29,941	26,200	19,600	118,215	115,523	...
Ditto	Fatehpur Branch	...	...	49,200	49,200	342,000	292,800
AGRA CANAL	Old outlay	...	...	...	849,147	871,752	...
	Outlay against Open Capital sanctions	3,589	7,300	9,700	25,529	27,172	1,643
EASTERN JUMNA CANAL.	Old outlay	...	...	...	318,507	344,191	...
	Outlay against Open Capital sanctions	1,004	5,000	6,600	22,019	22,308	289
<i>Punjab.</i>							
WESTERN JUMNA CANAL.	Old outlay	...	...	...	1,051,643	1,078,050	...
	Outlay against Open Capital sanctions	12,225	26,000	40,500	105,977	122,057	16,080
WESTERN JUMNA CANAL, SIRSA BRANCH (STATE OUTLAY).		44,163	50,000	10,000	282,033	289,269	7,236
BARI DOAB CANAL.	Old outlay	...	...	...	1,572,350	1,579,860	...
	Outlay against Open Capital sanctions	51,090	36,000	22,500	144,955	132,954	...
Carried over		206,481	223,000	226,300	16,686,327	...	...

(a) Includes Rx. 5,868 sanctioned for supplementary works.



## APPENDIX.

TABLE VII.—Capital Expenditure on Irrigation—Major Works, in 1893-94, and estimated expenditure on such works in 1894-95, 1895-96, and to the end of 1895-96, &c.—*continued.*

	Accounts, 1893-94.	Revised Estimate, 1894-95.	Budget Estimate, 1895-96.	Total Actual and Estimated outlay to end of 1895-96.	Sanctioned Estimate.	Balance of sanctioned estimate remaining to be spent.
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
<i>Punjab—contd.</i>						
Brought over . . .	206,481	223,000	226,300	16,686,327	...	...
SIRHIND CANAL { Old outlay . . .	...	...	...	2,188,086	2,226,440	...
(STATE OUTLAY) { Outlay against Open Capital sanctions . . .	20,355	6,000	10,900	111,719	195,000	83,281
CHENAB CANAL (INCLUDING EXTENSION) . . .	229,468	170,000	197,900	1,655,375	2,568,418	913,043
<i>Madras.</i>						
GODAVARI DELTA { Old outlay . . .	...	...	...	1,083,306	1,108,933	...
SYSTEM. { Outlay against Open Capital sanctions . . .	254	500	1,300	9,850	11,687	1,837
KISTNA DELTA SYSTEM . . . . .	38,184	41,000	44,800	1,128,406	1,391,978	263,572
SANGAM ANICUT { Old outlay . . .	5,188	...	...	306,696	313,000	...
SYSTEM { Outlay against Open Capital sanctions . . .	...	2,900	1,700	4,600	...	...
PERIYAR PROJECT . . . . .	131,411	90,000	64,400	794,024	847,100	53,076
<i>Bombay.</i>						
DESERT CANAL { Old outlay . . .	...	...	...	122,089	123,479	...
{ Outlay against Open Capital sanctions . . .	20	...	...	269	248	...
BEGAR . . . . . Old outlay . . .	...	...	...	162,561	162,561	...
EASTERN NARA WORKS . . . . .	37,533	36,200	18,600	631,969	609,029	...
JAMRAO CANALS . . . . .	...	14,800	139,800	154,600	696,653	542,053
MUTHA CANALS . . . . .	12,030	7,600	6,900	638,743	621,421	...
Other projects . . . . .	18,908	16,800	13,400	3,317,613	...	...
	699,832	608,800	726,000	28,996,233	...	...
Deduct—Outlay incurred from Ordinary Revenues . . . . .	18,148	18,800	26,000	5,567,815	...	...
TOTAL FAMINE RELIEF AND INSURANCE.	681,684	590,000	700,000	23,428,418		
PROTECTIVE IRRIGATION WORKS.						
<i>North-Western Provinces and Oudh.</i>						
BETWA CANAL { Old outlay . . .	...	...	...	398,447	425,141	...
{ Outlay against Open Capital sanctions . . .	2,060	600	800	3,460	2,027	...
<i>Punjab.</i>						
SWAT RIVER CANAL { Old outlay . . .	...	...	...	347,689	354,581	...
{ Outlay against Open Capital sanctions . . .	2,087	300	13,200	16,308	2,363	...
<i>Madras.</i>						
RUSHIKULYA PROJECT . . . . .	40,063	30,000	30,000	397,094	436,800	39,706
<i>Bombay.</i>						
NIRA CANAL . . . . .	11,416	10,400	2,100	531,978	573,465	41,487
Other projects . . . . .	725	1,100	3,900	415,272	...	...
	56,351	42,400	50,000	2,110,248	...	...
Deduct—Outlay incurred from Ordinary Revenues . . . . .	...	...	...	285,434	...	...
TOTAL	56,351	42,400	50,000	1,824,814	...	...
GRAND TOTAL	738,035	632,400	750,000	25,253,232	...	...

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VIII.—Gross traffic receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1893-94, with Revised Estimates for 1894-95 and Budget Estimates for 1895-96.

	ACCOUNTS.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>
GUARANTEED RAILWAYS.							
Open mileage at beginning of year . . . . .	3,241	3,243	2,588*	2,588	2,587	2,587	2,587
<i>Gross Traffic Receipts.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Madras . . . . .	942,442	963,219	946,852	979,209	1,049,883	1,054,000	1,075,000
South Indian . . . . .	582,050	468,015	...	...	...	...	...
Bombay, Baroda and Central India	1,308,085	1,325,745	1,422,293	1,435,202	1,518,105	1,600,000	1,585,000
Great Indian Peninsula . . .	3,701,990	3,996,034	4,477,276	3,887,524	3,893,054	3,415,000	3,900,000
TOTAL . . . . .	6,534,567	6,753,013	6,846,421	6,301,935	6,461,042	6,069,000	6,560,000
<i>Working Expenses.</i>							
Madras . . . . .	536,576	497,965	548,941	526,892	519,380	545,000	545,000
South Indian . . . . .	377,325	281,260	...	...	...	...	...
Bombay, Baroda and Central India	559,210	537,342	599,949	579,392	539,789	585,000	620,000
Great Indian Peninsula . . .	1,892,822	1,935,172	2,204,413	1,951,238	2,018,061	1,900,000	1,900,000
TOTAL . . . . .	3,365,933	3,251,739	3,353,303	3,057,522	3,077,230	3,030,000	3,065,000
<i>Net Traffic Receipts.</i>							
Madras . . . . .	405,866	465,254	397,911	452,317	530,503	509,000	530,000
South Indian . . . . .	204,725	186,755	...	...	...	...	...
Bombay, Baroda and Central India	748,875	788,403	822,344	855,810	978,316	1,015,000	965,000
Great Indian Peninsula . . .	1,809,168	2,060,862	2,272,863	1,936,286	1,874,993	1,515,000	2,000,000
TOTAL . . . . .	3,168,634	3,501,274	3,493,118	3,244,413	3,383,812	3,039,000	3,495,000

South Indian Railway, 654½ miles, was purchased by the State on the 1st January, 1891 and the mileage is shown under State Railways.



## APPENDIX.

	ACCOUNTS.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
STATE RAILWAYS.							
	M.	M.	M.	M.	M.	M.	M.
Open mileage at beginning of year	10,407	11,055	(a) 12,757	13,106	13,461	13,806	14,166
Gross Traffic Receipts.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian . . . . .	4,474,030	4,428,495	4,957,632	4,888,869	5,122,906	5,220,400	5,250,400
Nalhati . . . . .	10,444	10,008	9,235	...			
Patna-Gya . . . . .	52,151	51,749	60,771	28,650			
Rajputana-Malwa . . . . .	1,938,223	1,851,105	2,205,116	2,247,595	2,307,621	2,550,000	2,550,000
Godhra-Rutlam . . . . .	...	...	...	...	7,394		
Sindia . . . . .	7,108	...	...	...	...		
Bhopal . . . . .	7,916	8,777	13,088	15,310	16,916	16,200	17,500
Palampur-Deesa . . . . .	...	...	...	...	1,458	4,200	4,500
Warora Colliery . . . . .	82,187	90,930	54,425	54,407	56,147	53,500	53,500
Wardha Coal . . . . .			25,897	23,299	21,086	22,000	24,000
Bengal-Nagpur . . . . .	218,157	319,391	637,317	603,259	680,890	675,000	680,000
Umaria Colliery . . . . .	26,408	33,979	27,996	36,524	37,214	41,700	45,000
Burma . . . . .	348,338	376,678	406,038	695,172	619,009	600,000	635,000
Toung-hoo-Mandalay . . . . .	161,449	193,310	210,027				
Mu Valley . . . . .	...	...	13,614	23,154	28,076	30,000	55,000
Assam-Bengal . . . . .	...	...	...	...	...	...	35,000
Jorhat . . . . .	6,046	6,198	6,402	6,641	7,093	7,000	7,300
Cherra-Companyganj . . . . .	1,235	1,713	1,953	1,846	2,298	2,700	2,700
Eastern Bengal . . . . .	1,145,727	1,220,112	1,146,384	1,182,955	1,249,481	1,430,000	1,300,000
Tirhoot . . . . .	211,182	69,726	488,854	538,398	524,159	565,000	565,000
Bengal and North-Western and Tirhoot . . . . .	...	320,600					
Bengal Central . . . . .	72,991	74,047	76,110	78,006	78,110	82,500	82,500
Oudh and Rohilkhand . . . . .	784,746	734,471	879,286	845,934	898,055	1,095,000	950,000
Indian Midland . . . . .	314,730	331,908	436,012	444,354	432,366	532,500	550,000
Bareilly-Pilibhit . . . . .	10,985	9,954	1,991	...	76,662	95,000	85,000
Lucknow-Sitapur-Seramau . . . . .	31,888	33,729	...	23			
Lucknow-Bareilly . . . . .	...	7,356	56,314	69,469			
North Western . . . . .	2,905,416	2,730,774	3,309,010	2,569,878	3,031,471	3,250,000	3,150,000
Amritsar-Pathankot . . . . .	10,154	11,225	11,224				
South Indian . . . . .	...	147,044	725,984	797,602	781,522	830,000	840,000
Villupuram-Guntakal . . . . .	...	1,995					
" " Nellore Branch . . . . .	25,454	24,260	...	...	...	...	...
Mysore . . . . .	101,156	122,768	134,356	151,225	159,574	150,000	150,000
Bezváda Extension . . . . .	7,667	7,473	8,737	9,878	9,292	18,100	255,000
East Coast . . . . .	...	...	...	...	75,055	160,000	
Madras-Bezváda . . . . .	...	...	...	...	...	...	3,000
Guntakal-Mysore frontier . . . . .	...	...	...	...	29,183	36,300	40,000
Mayavaram-Mutupet . . . . .	...	...	...	...	...	21,200	22,500
Dhond and Manmad* . . . . .	24,943	26,313	30,858	32,834	34,857	37,200	40,000
Southern Mahratta . . . . .	407,133	457,136	477,303	463,116	576,958	595,000	595,000
Hyderabad-Umarkot . . . . .	...	...	...	6,409	14,253	14,000	14,000
TOTAL	13,387,864	13,703,224	16,411,934	15,814,807	16,879,106	18,134,400	18,001,900

\* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receive a percentage of the gross receipts.

(a) Includes the length of the South Indian and Bengal and North-Western Railways.

## APPENDIX.

	ACCOUNTS.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
<i>Working Expenses.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
East Indian . . . . .	1,682,537	1,484,563	1,643,008	1,607,100	1,564,367	1,800,000	1,700,000
Nalhati . . . . .	7,594	7,832	4,818	...			
Patna-Gya . . . . .	25,395	23,739	25,983	12,303			
Rajputana-Malwa . . . . .	1,020,867	926,066	1,087,885	1,018,701	1,077,782	1,144,300	1,140,000
Godhra-Rutlam . . . . .	...	...	...	...	2,998		
Sindia . . . . .	3,372	...	...	...	...		
Bhopal . . . . .	8,458	10,434	8,228	9,670	11,712	10,300	11,000
Palampur-Deesa . . . . .	...	...	...	...	568	2,800	3,000
Warora Colliery . . . . .	57,343	64,772	43,149	50,674	56,683	49,500	49,500
Wardha Coal . . . . .			19,952	19,889	12,164	13,200	13,200
Bengal-Nagpur . . . . .			303,037	309,681	329,705	335,000	335,000
Bilaspur-Etawah . . . . .	...	...	...	1,321	...	...	...
Umaria Colliery . . . . .	22,418	23,681	25,976	33,179	34,277	40,000	40,000
Burma . . . . .	204,756	207,845	228,128	351,915	365,924	355,000	322,500
Toung-hoo-Mandalay . . . . .	120,702	108,278	110,167				
Mu Valley . . . . .	...	...	12,039				
Assam-Bengal . . . . .	...	...	...	...	...	...	30,000
Jorhat . . . . .	6,231	5,797	6,090	5,495	5,658	6,200	6,400
Cherra-Companyganj . . . . .	2,672	1,917	1,909	1,750	1,975	2,100	2,300
Eastern Bengal . . . . .	510,317	542,205	626,279	561,629	542,513	570,000	570,000
Tirhoot . . . . .	90,553	31,093	2,216	395,397	389,430	400,000	402,500
Bengal and North-Western and Tirhoot . . . . .	...	131,952	415,490				
Bengal Central . . . . .	45,648	49,263	57,001	53,808	55,114	57,000	57,500
Oudh and Rohilkhand . . . . .	343,935	350,043	381,473	368,691	377,963	480,000	435,000
Indian Midland . . . . .	234,086	254,146	267,555	292,086	285,654	303,000	313,500
Bareilly-Pilibhit . . . . .	7,300	7,893	...	...	47,921	58,800	51,500
Lucknow-Sitapur-Seramau . . . . .	21,266	23,529	...	...			
Lucknow-Bareilly . . . . .	...	4,428	33,108	42,737			
North Western . . . . .	1,856,235	1,749,515	1,953,535	1,811,838	1,908,197	1,900,000	1,850,000
South Indian . . . . .	...	70,577	497,698	507,014	490,754	500,000	525,000
Villupuram-Guntakal . . . . .	...	1,344					
" " Nellore Branch . . . . .	18,369	17,149					
Mysore . . . . .	90,598	96,446	102,932	98,812	122,894	110,000	110,000
Bezvada Extension . . . . .	6,083	5,837	5,828	7,038	7,441	9,800	175,000
East Coast . . . . .	...	...	...	...	59,599	130,000	
Madras-Bezvada . . . . .	...	...	...	...	...	...	
Guntakal-Mysore frontier . . . . .	...	...	...	...	17,411	23,800	25,000
Mayavaram-Mutupet . . . . .	...	...	...	...	...	13,200	14,000
Dhond and Manmad* . . . . .	...	...	...	...	...	...	...
Southern Mahratta . . . . .	330,529	336,715	350,996	323,709	428,462	435,000	435,000
Hyderabad-Umarkot . . . . .	...	...	...	6,421	11,407	11,000	11,000
TOTAL . . . . .	6,864,440	6,771,940	8,214,480	7,944,868	8,263,975	8,813,000	8,697,000

\* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only received a percentage of the gross receipts.



## APPENDIX.

	ACCOUNTS.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
<i>Net Traffic Receipts.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
East Indian . . . . .	2,791,493	2,943,932	3,314,624	3,281,769	} 3,558,539	3,420,400	3,550,400
Nalhati . . . . .	2,850	2,176	4,418	...			
Patna-Gya . . . . .	26,756	28,010	34,788	16,347			
Rajputana-Malwa . . . . .	917,356	925,039	1,117,231	1,228,894	1,229,839	} 1,405,700	1,410,000
Godhra-Rutlam . . . . .	...	...	...	...	4,396		
Sindia . . . . .	3,736	...	...	...	...		
Bhopal . . . . .	—542	—1,657	4,861	5,640	5,204	5,900	6,500
Palanpur-Deesa . . . . .	...	...	...	...	890	1,400	1,500
Warora Colliery . . . . .	} 24,844	26,158	11,276	3,733	—536	4,000	4,000
Wardha Coal . . . . .			5,945	3,410	8,922	8,800	10,800
Bengal-Nagpur . . . . .			334,280	293,578	351,185	340,000	345,000
Bilaspur-Etawah . . . . .	...	...	...	—1,321	...	...	...
Umaria Colliery . . . . .	3,990	10,298	2,020	3,345	2,937	1,700	5,000
Burma . . . . .	143,582	168,833	177,910	} 343,257	253,085	245,000	312,500
Toung-hoo-Mandalay . . . . .	40,747	85,032	99,861		—27,266	—23,000	—12,500
Mu Valley . . . . .	...	...	1,575		...	...	5,000
Assam-Bengal . . . . .	...	...	...	...	...	...	900
Jorhat . . . . .	—185	401	311	1,146	1,435	800	400
Cherra-Companyganj . . . . .	—1,437	—204	44	96	323	600	...
Eastern Bengal . . . . .	635,410	677,907	520,104	621,326	706,968	860,000	730,000
Tirhoot . . . . .	120,629	38,633	—2,216	} 143,001	134,669	165,000	162,500
Bengal and North-Western and Tirhoot . . . . .	...	188,648	73,364		...	...	...
Bengal Central . . . . .	27,343	24,784	19,109	24,198	22,996	25,500	25,000
Oudh and Rohilkhand . . . . .	440,811	384,428	497,813	477,243	520,092	615,000	515,000
Indian Midland . . . . .	80,644	77,762	168,457	152,268	146,712	229,500	236,500
Bareilly-Pilibhit . . . . .	3,685	2,061	1,991	...	} 28,741	36,200	33,500
Lucknow-Sitapur-Seramau . . . . .	10,622	10,200	...	23		...	...
Lucknow-Bareilly . . . . .	...	2,928	23,206	26,732		...	...
North Western . . . . .	1,049,181	981,259	1,355,475	} 758,040	1,123,274	1,350,000	1,300,000
Amritsar-Pathankot . . . . .	10,154	11,225	11,224		...	...	...
South Indian . . . . .	...	76,467	} 228,286	290,588	290,768	330,000	315,000
Villupuram-Guntakal . . . . .	...	651		...	...	...	...
" " Nellore Branch . . . . .	7,085	7,111		...	...	...	...
Mysore . . . . .	10,558	26,322	31,423	52,413	36,680	40,000	40,000
Bezvada Extension . . . . .	1,584	1,636	2,909	2,840	1,851	8,200	} 80,000
East Coast . . . . .	...	...	...	...	15,456	30,000	
Madras-Bezvada . . . . .	...	...	...	...	...	...	
Guntakal-Mysore Frontier . . . . .	...	...	...	...	11,772	12,500	15,000
Mayavaram-Mutupet . . . . .	...	...	...	...	...	8,000	8,500
Dhond and Manmad* . . . . .	24,943	26,313	30,858	32,834	34,857	37,200	40,000
Southern Mahratta . . . . .	76,604	120,421	126,307	139,407	148,496	160,000	160,000
Hyderabad-Umarkot . . . . .	...	...	...	—12	2,846	3,000	3,000
TOTAL . . . . .	6,523,424	6,931,284	8,197,454	7,869,939	8,615,131	9,321,400	9,304,900

\* See foot-note to page 533.

## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1893-94, with Revised Estimate for 1894-95, and Budget Estimate for 1895-96.

	ACTUALS.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
<b>DIRECT RECEIPTS—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Orissa canals . . . . .	30,422	34,501	37,100	49,766	37,657	31,900	32,800
Midnapore canal . . . . .	27,761	23,720	28,470	28,018	30,494	25,200	27,700
Hidgellée Tidal canal . . . . .	4,195	2,804	3,692	5,346	5,920	6,500	6,000
Sone canals . . . . .	89,750	73,648	91,009	105,637	93,191	82,400	83,500
Ganges canals . . . . .	199,141	248,974	261,685	248,145	251,757	246,700	210,000
Lower Ganges canal . . . . .	133,309	140,604	178,594	180,863	181,404	157,200	134,500
Agra canal . . . . .	56,566	61,390	60,100	54,280	49,042	62,500	50,000
Eastern Jumna canal . . . . .	63,514	83,255	81,294	77,536	95,758	89,200	70,000
Betwa canal . . . . .	7,585	7,455	10,229	8,547	7,392	5,500	5,000
Western Jumna canal (including Sirsa Branch) . . . . .	113,116	160,321	151,127	117,126	105,433	145,200	150,000
Chenab canal . . . . .	7,711	9,793	10,294	19,100	36,217	50,000	91,000
Bari Doab canal . . . . .	139,663	149,559	169,840	231,345	203,901	210,800	214,600
Sirhind canal . . . . .	133,917	168,523	201,595	243,032	108,665	95,600	120,000
Swat River canal . . . . .	24,941	25,048	20,369	28,922	25,599	28,000	28,800
Godavari Delta System . . . . .	11,492	12,236	11,096	11,974	12,128	12,000	12,000
Kistna " " . . . . .	4,502	5,047	4,831	5,299	5,084	5,000	5,000
Sangam Anicut " " . . . . .	91	127	74	91	68	100	100
Desert canal . . . . .	5,193	2,803	974	2,872	1,787	3,500	3,500
Begari " " . . . . .	4,404	2,836	1,435	2,961	2,993	2,900	3,200
Eastern Nara Works . . . . .	1,753	2,206	2,044	2,025	2,090	2,100	2,100
Mutha canals . . . . .	20,625	21,881	24,756	22,520	25,128	26,400	31,400
Nira canal . . . . .	2,756	3,609	4,449	8,550	7,754	8,100	10,500
Other projects . . . . .	50,177	44,343	49,680	56,775	60,223	59,500	58,600
<b>TOTAL</b> . . . . .	1,132,584	1,284,683	1,404,737	1,510,730	1,349,685	1,356,300	1,350,300
<b>PORTION OF LAND REVENUE DUE TO IRRIGATION—</b>							
Ganges canal . . . . .	54,731	66,446	69,008	71,559	71,559	71,600	71,600
Lower Ganges canal . . . . .	20,959	20,959	20,959	20,959	20,959	21,000	21,000
Eastern Jumna " . . . . .	22,153	23,292	24,614	24,980	24,980	24,900	24,900
Western Jumna " . . . . .	4,737	2,368	...	...	...	...	...
Chenab canal . . . . .	...	...	112	1,752	2,282	12,800	22,500
Bari Doab canal . . . . .	42,467	44,046	24,988	11,897	19,263	17,900	17,900
Godavari Delta System . . . . .	200,371	204,703	215,151	222,382	217,899	267,100	271,900
Kistna " " . . . . .	150,618	167,461	173,970	174,845	186,038	232,500	243,200
Sangam Anicut " " . . . . .	12,000	12,946	814	16,159	16,583	24,100	25,800
Desert canal . . . . .	13,120	12,854	1,458	8,969	2,707	14,400	14,400
Begari " " . . . . .	22,498	18,922	22,255	30,540	28,440	29,900	30,000
Eastern Nara Works . . . . .	42,908	38,890	37,197	41,323	40,897	36,800	56,600
Mutha canals . . . . .	—538	—595	—718	—524	—713	...	...
Nira canal . . . . .	—128	—171	—213	—419	—381	...	...
Other projects . . . . .	103,870	96,875	83,594	97,884	116,413	126,400	129,900
<b>TOTAL</b> . . . . .	689,766	708,996	673,189	722,306	746,926	879,400	929,700
<b>TOTAL REVENUE—</b>							
Orissa canals . . . . .	30,422	34,501	37,100	49,766	37,657	31,900	32,800
Midnapore canal . . . . .	27,761	23,720	28,470	28,018	30,494	25,200	27,700
Hidgellée Tidal canal . . . . .	4,195	2,804	3,692	5,346	5,920	6,500	6,000
Sone canals . . . . .	89,750	73,648	91,009	105,637	93,191	82,400	83,500
Ganges canal . . . . .	253,872	315,420	330,693	319,704	323,316	318,300	281,600
Lower Ganges canal . . . . .	154,268	161,563	199,553	201,822	202,363	178,200	155,500
Agra canal . . . . .	56,566	61,390	60,100	54,280	49,042	62,500	50,000
Eastern Jumna canal . . . . .	85,667	106,547	105,908	102,516	120,738	114,100	94,900
Betwa canal . . . . .	7,585	7,455	10,229	8,547	7,392	5,500	5,000
Western Jumna canal (including Sirsa Branch) . . . . .	117,853	162,689	151,127	117,126	105,433	145,200	150,000
Chenab canal . . . . .	7,711	9,793	10,406	20,852	38,499	62,800	113,500
Bari Doab canal . . . . .	182,130	193,605	194,828	243,242	223,164	228,700	232,500
Sirhind canal . . . . .	133,917	168,523	201,595	243,032	108,665	95,600	120,000
Swat River canal . . . . .	24,941	25,048	20,369	28,922	25,599	28,000	28,800
Godavari Delta System . . . . .	211,863	216,939	226,247	234,356	230,027	279,100	283,900
Kistna " " . . . . .	155,120	172,508	178,801	180,144	191,122	237,500	248,200
Sangam Anicut " " . . . . .	12,091	13,073	888	16,250	16,651	24,200	25,900
Desert canal . . . . .	18,313	15,657	2,432	11,841	4,494	17,900	17,900
Begari " " . . . . .	26,902	21,758	23,690	33,501	31,433	32,800	33,200
Eastern Nara Works . . . . .	44,661	41,096	39,241	43,348	42,987	38,900	58,700
Mutha canals . . . . .	20,087	21,286	24,038	21,996	24,415	26,400	31,400
Nira canal . . . . .	2,628	3,438	4,236	8,131	7,373	8,100	10,500
Other projects . . . . .	154,047	141,218	133,274	154,659	176,636	185,900	188,500
<b>TOTAL</b> . . . . .	1,822,350	1,993,679	2,077,926	2,233,036	2,096,611	2,235,700	2,280,000



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1893-94, with Revised Estimate for 1894-95, and Budget Estimate for 1895-96—*continued.*

	ACTUALS.					Revised Estimate, 1894-95.	Budget Estimate, 1895-96.
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>WORKING EXPENSES—</b>							
Orissa canals . . . . .	43,170	43,946	39,609	47,551	50,660	47,000	44,000
Midnapore canal . . . . .	20,067	19,925	25,733	18,658	20,123	25,700	31,200
Hidgellie Tidal canal . . . . .	2,572	5,197	4,867	3,177	5,422	5,000	5,000
Sone canals . . . . .	69,747	66,059	65,208	70,148	69,313	69,000	68,800
Ganges canal . . . . .	95,789	104,495	104,938	105,922	106,446	102,300	99,600
Lower Ganges canal . . . . .	90,792	88,981	84,774	83,174	80,401	80,600	81,800
Agra canal . . . . .	25,975	23,225	23,839	24,591	25,562	24,200	23,100
Eastern Jumna canal . . . . .	24,718	29,804	28,439	30,127	32,320	30,400	29,700
Betwa canal . . . . .	10,721	10,534	9,795	10,138	9,936	9,500	9,600
Western Jumna canal (including Sirsa Branch) . . . . .	47,917	56,050	48,207	49,092	61,307	65,000	72,000
Chenab canal . . . . .	9,823	8,951	10,724	25,327	30,911	44,500	43,400
Bari Doab canal . . . . .	56,970	56,593	72,424	67,691	56,009	61,000	58,700
Sirhind canal . . . . .	60,404	58,600	54,948	65,485	58,242	56,000	61,000
Swat River canal . . . . .	9,221	10,247	9,579	9,388	8,815	8,300	7,600
Godavari Delta System . . . . .	46,792	56,050	51,569	54,694	46,490	50,100	50,600
Kistna . . . . .	36,552	38,576	42,038	42,535	46,750	44,900	46,000
Sangam Anicut . . . . .	4,830	5,213	3,569	4,434	4,133	4,000	4,200
Desert canal . . . . .	3,690	3,715	11,152	9,422	8,525	13,000	3,800
Begari . . . . .	7,583	6,052	6,314	3,715	2,686	3,200	9,000
Eastern Nara Works . . . . .	8,266	9,375	8,277	10,194	9,981	11,900	8,200
Mutha canals . . . . .	7,712	7,085	7,333	7,977	6,021	6,700	6,400
Nira canal . . . . .	2,466	2,734	3,882	5,175	5,491	4,500	4,600
Other projects . . . . .	41,781	47,006	44,227	45,336	43,413	47,200	44,900
<b>TOTAL</b> . . . . .	<b>727,558</b>	<b>758,413</b>	<b>761,445</b>	<b>793,951</b>	<b>788,957</b>	<b>814,000</b>	<b>813,200</b>
<b>NET REVENUE—</b>							
Orissa canals . . . . .	—12,748	—9,445	—2,509	2,215	—13,003	—15,100	—11,200
Midnapore canal . . . . .	7,694	3,795	2,737	9,360	10,371	—500	—3,500
Hidgellie Tidal canal . . . . .	1,623	—2,393	—1,175	2,169	498	1,500	1,000
Sone canals . . . . .	20,003	7,589	25,801	35,489	23,878	13,400	14,700
Ganges canal . . . . .	158,083	210,925	225,755	213,782	216,870	216,000	182,000
Lower Ganges canal . . . . .	63,476	72,582	114,779	118,648	121,962	97,600	73,700
Agra canal . . . . .	30,591	38,165	36,261	29,689	23,480	38,300	26,900
Eastern Jumna canal . . . . .	60,949	76,743	77,469	72,389	88,418	83,700	65,200
Betwa canal . . . . .	—3,136	—3,079	434	—1,591	—2,544	—4,000	—4,600
Western Jumna canal (including Sirsa Branch) . . . . .	69,936	106,639	102,920	68,034	44,126	80,200	78,000
Chenab canal . . . . .	—2,112	842	—318	—4,475	7,588	18,300	70,100
Bari Doab canal . . . . .	125,160	137,012	122,404	175,551	167,155	167,700	173,800
Sirhind canal . . . . .	73,513	109,923	146,647	177,547	50,423	39,600	59,000
Swat River canal . . . . .	15,720	14,801	10,790	19,534	16,784	19,700	21,200
Godavari Delta System . . . . .	165,071	160,889	174,678	179,662	183,537	229,000	233,300
Kistna . . . . .	118,568	133,932	136,763	137,609	144,372	192,600	202,200
Sangam Anicut . . . . .	7,261	7,860	—2,681	11,816	12,518	20,200	21,700
Desert canal . . . . .	14,623	11,942	—8,720	2,419	—4,031	4,900	14,100
Begari . . . . .	19,319	15,706	17,376	29,786	28,747	29,600	24,200
Eastern Nara Works . . . . .	36,395	31,721	30,964	33,154	33,006	27,000	50,500
Mutha canals . . . . .	12,375	14,201	16,705	14,019	18,394	19,700	25,000
Nira canal . . . . .	162	704	354	2,956	1,882	3,600	5,900
Other projects . . . . .	112,266	94,212	89,047	109,323	133,223	138,700	143,600
<b>TOTAL</b> . . . . .	<b>1,094,792</b>	<b>1,235,266</b>	<b>1,316,481</b>	<b>1,439,085</b>	<b>1,307,654</b>	<b>1,421,700</b>	<b>1,466,800</b>

## APPENDIX.

## CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.

TABLE X.—Abstract of Budget Estimates of Capital transactions of Guaranteed and Subsidized Railways, 1894-95 and 1895-96.

RAILWAYS.	AMOUNT IN RUPEES.			AMOUNT OF EXCHANGE.			AMOUNT IN POUNDS STERLING.		
	1894-95.		Budget, 1895-96.	1894-95.		Budget, 1895-96.	1894-95.		Budget, 1895-96.
	Budget.	Revised.		Budget.	Revised.		Budget.	Revised.	
GUARANTEED RAILWAYS.	₹	₹	₹	₹	₹	₹	£	£	£
RECEIPTS.									
Madras . . . . .	22,00,000	22,50,000	25,00,000	1,83,000	1,88,000	2,08,000	201,700	206,200	229,200
Bombay, Baroda and Central India .	28,75,000	28,25,000	30,50,000	2,40,000	2,35,000	2,54,000	263,500	259,000	279,600
Great Indian Peninsula . . . .	71,50,000	66,50,000	69,00,000	5,96,000	5,54,000	5,75,000	655,400	609,600	632,500
TOTAL . . . . .	1,22,25,000	1,17,25,000	1,24,50,000	10,19,000	9,77,000	10,37,000	1,120,600	1,074,800	1,141,300
ADVANCES.									
Madras . . . . .	19,00,000	21,00,000	24,00,000	1,58,000	1,75,000	2,00,000	174,200	192,500	220,000
Bombay, Baroda and Central India .	20,50,000	31,00,000	35,00,000	1,71,000	2,58,000	2,92,000	187,900	284,200	320,800
Great Indian Peninsula . . . .	45,00,000	48,50,000	43,80,000	3,75,000	4,04,000	3,65,000	412,500	444,600	401,500
Reserve . . . . .	...	3,27,000	...	...	27,000	...	...	30,000	...
TOTAL . . . . .	84,50,000	1,03,77,000	1,02,80,000	7,04,000	8,64,000	8,57,000	774,600	951,300	942,300
NET RECEIPTS.									
Madras . . . . .	3,00,000	1,50,000	1,00,000	25,000	13,000	8,000	27,500	13,700	9,200
Bombay, Baroda and Central India .	8,25,000	—2,75,000	—4,50,000	69,000	—23,000	—38,000	75,600	—25,200	—41,200
Great Indian Peninsula . . . .	26,50,000	18,00,000	25,20,000	2,21,000	1,50,000	2,10,000	242,900	165,000	231,000
Reserve . . . . .	...	—3,27,000	...	...	—27,000	...	...	—30,000	...
TOTAL . . . . .	37,75,000	13,48,000	21,70,000	3,15,000	1,13,000	1,80,000	346,000	123,500	199,000
SUBSIDIZED RAILWAYS.									
RECEIPTS.									
Capital received ( Nilgiri Rail- in India. ) way . . . . .	6,25,000	...	...	...	...	...	62,500	...	...
Southern Mah- ratta . . . . .	...	...	...	3,05,000	1,63,000	3,10,000	—30,500	—16,300	—31,000
Mysore . . . . .	...	...	...	...	...	...	...	...	...
Gain on remit- tances to India. ) Assam-Bengal . . . .	...	...	...	4,55,000	3,41,000	...	—45,500	—34,100	...
Indian Midland . . . . .	...	...	...	3,44,000	2,16,000	1,11,000	—34,400	—21,600	—11,100
Bengal Central . . . . .	...	...	...	5,000	4,000	6,000	—500	—400	—600
Bengal-Nagpur . . . . .	...	...	...	1,05,000	66,000	1,27,000	—10,500	—6,600	—12,700
TOTAL . . . . .	6,25,000	...	...	12,14,000	7,90,000	5,54,000	—58,900	—79,000	—55,400
WITHDRAWALS.									
Southern Mahratta . . . . .	—1,00,000	—51,000	—1,12,000	—17,000	—8,000	—19,000	—8,300	—4,300	—9,300
Mysore . . . . .	2,40,000	92,000	2,50,000	60,000	23,000	62,000	18,000	6,900	18,800
Assam-Bengal . . . . .	37,47,000	33,06,000	60,59,000	11,45,000	11,02,000	27,54,000	260,200	220,400	330,500
Indian Midland . . . . .	4,78,000	—1,77,000	—2,25,000	96,000	—35,000	—45,000	38,200	—14,200	—18,000
Bengal Central . . . . .	29,000	28,000	63,000	7,000	7,000	16,000	2,200	2,100	4,700
Bengal-Nagpur . . . . .	84,000	—7,000	1,26,000	19,000	—2,000	29,000	6,500	—500	9,700
Lucknow-Bareilly . . . . .	1,23,000	1,12,000	40,000	46,000	*...	*...	7,700	11,200	4,000
Nilgiri . . . . .	6,51,000	2,00,000	...	...	...	...	65,100	20,000	...
TOTAL . . . . .	52,52,000	35,03,000	62,01,000	13,56,000	10,87,000	27,97,000	389,600	241,600	340,400
Net Withdrawals . . . . .	46,27,000	35,03,000	62,01,000	1,42,000	2,97,000	22,43,000	448,500	320,600	395,800
GUARANTEED AND SUBSI- DIZED RAILWAYS.									
Net Withdrawals . . . . .	8,52,000	21,55,000	40,31,000	—1,73,000	1,84,000	20,63,000	102,500	197,100	196,800

\* Exchange omitted under the head of Miscellaneous.



GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Caajanus indicus</i> ).		FIREWOOD.		SALT.			
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Burma—																												
Tenasserim—																												
Negui . . . . .	...	...	...	...	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0	...	...
Tavoy . . . . .	...	...	...	...	13 0	12 6	14 9	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3	...	...
Moulmein and Aungmye . . . . .	7 0	7 0	...	...	11 6	11 3	14 0	13 7	...	...	...	...	...	...	...	...	11 6	11 3	14 0	22 12	...	...	140 0	140 0	14 0	14 0	...	...
Pegu (deltic)—																												
Pegu . . . . .	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	11 2	11 2	20 8	...	...	...	143 0	143 0	14 3	14 3	...	...
Rangoon . . . . .	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	133 0	133 0	15 0	15 0	...	...
Thongwa . . . . .	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3	...	...
Bassein . . . . .	...	...	...	...	11 6	11 6	15 1	15 1	...	...	...	...	...	...	...	...	13 1	13 1	...	...	...	...	150 13	150 13	17 8	17 8	...	...
Pegu (inland)—																												
Shwegyin . . . . .	...	...	...	...	9 1	10 3	9 13	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	14 2	14 0	...	...
Tharavaddy . . . . .	...	...	...	...	13 8	13 8	16 7	16 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	450 0	450 0	14 13	14 13	...	...
Henzada . . . . .	...	...	...	...	10 11	12 0	10 11	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	188 8	188 8	16 2	16 2	...	...
Prome . . . . .	10 6	10 6	...	...	10 12	9 15	13 4	11 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	193 3	193 3	14 3	14 3	...	...
Toungoo . . . . .	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 8	320 8	14 3	14 3	...	...
Thayetmyo . . . . .	10 5	11 3	...	...	14 0	14 0	15 5	15 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	196 0	196 0	11 9	11 9	...	...
Upper Burma—																												
Mandalay . . . . .	12 9	12 4	...	...	12 13	13 6	14 1	14 12	21 10	22 9	...	...	...	...	...	...	...	...	...	...	...	...	85 0	85 0	15 2	14 6	...	...
Bamo . . . . .	...	...	...	...	7 6	7 3	9 14	9 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	9 10	9 10	...	...
Pakokku . . . . .	...	...	...	...	9 2	9 2	11 9	11 9	41 0	40 0	...	...	...	...	...	...	...	...	...	...	...	...	113 0	113 0	12 10	12 10	...	...
Meiktila . . . . .	...	...	...	...	17 1	19 7	19 11	19 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	301 13	301 13	16 1	16 12	...	...
Arahan—																												
Sandoway . . . . .	...	...	...	...	24 0	20 9	30 13	28 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 3	16 12	...	...
Kyaukpada . . . . .	...	...	...	...	16 10	17 0	17 8	17 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	340 0	340 0	25 4	25 4	...	...
Alyab . . . . .	...	...	...	...	13 0	13 8	16 0	17 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	15 8	15 0	...	...
Assam—																												
Surma—																												
Sylhet . . . . .	...	...	...	...	13 0	13 2	16 12	16 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cachar . . . . .	...	...	...	...	10 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Khasi and Jaintia Hills . . . . .	...	...	...	...	5 6	5 3	6 4	6 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Garo Hills . . . . .	...	...	...	...	6 0	6 0	17 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Prinaputra—																	</											

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

[illegible]

(a) Not stated.

Not procurable.

\* Kalai.



## RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEET SORT.		RICE, COMMON.		JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKRI, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aridifolium</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
<b>Bengal—continued.</b>																										
Bihar, south—																										
Monghyr.	13 0	13 0	10 0	10 0	15 0	15 0	15 0	15 0	16 0	16 0	16 0	16 0	20 0	20 0	12 0	12 0	17 0	17 0	19 0	19 0	14 0	14 0	126 0	126 0	10 0	10 0
Gaya.	15 0	14 0	11 0	11 0	16 0	16 0	16 0	16 0	17 0	17 0	17 0	17 0	22 8	23 0	13 0	13 0	18 0	18 0	19 0	19 0	15 0	15 0	160 0	160 0	10 0	10 0
Patna.	11 8	11 4	9 4	9 4	15 8	15 8	15 8	15 8	15 4	15 4	15 4	15 4	24 0	24 0	12 0	12 0	17 8	17 8	19 0	19 0	17 0	17 0	140 0	140 0	10 8	10 8
Shahabad.	14 0	14 0	10 0	10 0	17 8	17 8	17 8	17 8	21 0	21 0	21 0	21 0	24 0	24 0	18 0	18 0	18 0	18 0	21 0	21 0	17 0	17 0	130 0	130 0	11 0	11 0
Shahabad.	15 8	16 0	8 0	8 0	14 0	14 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	16 0	16 0	120 0	120 0	10 8	10 8
<b>Rikht, north—</b>																										
Purnea.	13 0	13 0	14 0	14 0	16 0	16 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	320 0	320 0	10 0	10 0
Bhagalpur.	13 14	13 14	11 8	11 8	17 10	17 10	17 10	17 10	...	...	...	...	...	...	...	...	16 6	16 6	...	...	...	...	151 8	151 8	10 0	10 0
Darbhanga.	14 8	10 4	11 0	11 0	16 0	16 0	16 0	16 0	...	...	...	...	24 0	27 0	...	...	14 0	16 4	...	...	...	...	176 0	176 0	10 0	10 0
Muzaffarpur.	11 0	11 0	8 0	8 0	14 0	14 0	14 0	14 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 0
Saran.	13 8	13 8	10 0	10 0	15 8	15 8	15 8	15 8	...	...	...	...	20 0	20 0	12 0	12 0	16 0	16 0	20 8	20 8	15 0	15 0	160 0	160 0	10 8	10 8
Champaran.	14 12	14 4	8 8	8 8	17 0	17 0	17 0	17 0	...	...	...	...	...	...	...	...	16 8	16 8	23 4	23 4	14 0	14 0	180 0	180 0	10 8	10 8
<b>N.W. Provinces—</b>																										
<b>Eastern—</b>																										
Mirzapur.	13 8	13 8	7 0	7 0	13 0	13 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	...	...	18 0	18 0	18 0	18 0	17 0	17 0	100 0	100 0	9 0	9 0
Benares.	13 6	13 4	8 6	8 6	12 1	12 1	12 1	12 1	16 4	16 4	16 4	16 4	...	...	...	...	16 6	16 6	17 3	17 3	15 3	15 3	110 0	110 0	9 4	9 4
Ghazipur.	13 0	12 8	7 12	7 12	14 8	14 8	14 8	14 8	16 0	16 0	16 0	16 0	...	...	...	...	15 8	15 8	16 8	16 8	16 0	16 0	160 0	160 0	9 8	9 8
Jaunpur.	12 8	12 8	7 0	7 0	12 8	12 8	12 8	12 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	145 0	145 0	9 8	9 8
Allahabad.	12 8	12 8	10 3	10 3	13 0	13 0	13 0	13 0	17 0	17 0	17 0	17 0	...	...	...	...	17 3	17 3	17 4	17 4	16 0	16 0	80 0	80 0	10 0	10 0
<b>Central—</b>																										
Banda.	13 0	13 0	7 0	7 0	11 8	11 8	11 8	11 8	16 0	16 0	16 0	16 0	...	...	...	...	17 8	17 8	...	...	...	...	140 0	140 0	10 0	10 0
Fatehpur.	12 8	12 4	7 0	7 0	13 0	13 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	...	...	16 4	16 4	...	...	...	...	160 0	160 0	10 0	10 0
Hamirpur.	14 0	14 0	8 0	8 0	11 8	11 8	11 8	11 8	15 8	15 8	15 8	15 8	...	...	...	...	18 8	18 8	...	...	...	...	140 0	140 0	10 0	10 0
Jalaun.	14 0	14 0	9 0	9 0	10 0	10 0	10 0	10 0	20 0	20 0	20 0	20 0	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	10 0	10 0
Cawnpore.	14 0	14 0	7 8	7 8	13 0	13 0	13 0	13 0	19 0	19 0	19 0	19 0	...	...	...	...	16 0	16 0	...	...	...	...	130 0	130 0	11 8	11 8
Etawah.	15 0	15 0	5 0	5 0	13 0	13 0	13 0	13 0	18 0	18 0	18 0	18 0	...	...	...	...	20 8	20 8	...	...	...	...	140 0	140 0	10 0	10 0
Parukhet.	15 6	15 4	4 8	4 8	11 8	11 8	11 8	11 8	17 8	17 8	17 8	17 8	...	...	...	...	19 12	19 12	...	...	...	...	120 0	120 0	11 0	11 0
Metapur.	15 4	15 12	4 8	4 8	11 0	11 0	11 0	11 0	18 0	18 0	18 0	18 0	...	...	...	...	19 0	19 0	...	...	...	...	160 0	160 0	10 4	10 4
Etah.	15 8	15 8	6 0	6 0	11 8	11 8	11 8	11 8	19 8	19 8	19 8	19 8	...	...	...	...	20 8	20 8	...	...	...	...	120 0	120 0	11 0	11 0
<b>Western—</b>																										
Jhansi.	13 2	13 8	6 0	6 0	9 4	9 4	9 4	9 4	18 0	18 0	18 0	18 0	...	...	...	...	18 3	18 3	...	...	...	...	160 0	160 0	11 0	11 0
Agia.	14 8	14 8	5 0	5 0	12 0	12 0	12 0	12 0	20 0	20 0	20 0	20 0	...	...	...	...	22 0	22 0	...	...	...	...	95 0	95 0	11 8	11 8
Muttra.	16 0	15 0	5 8	5 8	12 0	12 0	12 0	12 0	22 0	22 0	22 0	22 0	...	...	...	...	23 0	23 0	...	...	...	...	120 0	120 0	11 8	11 8
Aligarh.	15 12	15 12	5 8	5 8	11 8	11 8	11 8	11 8	20 8	20 8	20 8	20 8	...	...	...	...	22 12	22 12	...	...	...	...	120 0	120 0	11 8	11 8
Bundelkhar.	16 0	15 8	6 0	6 0	10 0	10 0	10 0	10 0	20 8	20 8	20 8	20 8	...	...	...	...	22 12	22 12	...	...	...	...	120 0	120 0	11 4	11 4
<b>Sub-montane—</b>																										
Ballia.	14 8	14 8	9 0	9 0	14 0	14 0	14 0	14 0	19 0	19 0	19 0	19 0	...	...	...	...	18 0	18 0	...	...	...	...	115 0	115 0	11 0	11 0
Azangarh.	11 14	11 14	7 8	7 8	11 14	11 14	11 14	11 14	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	177 0	177 0	9 13	9 13
Garathpur.	12 2	12 2	8 8	8 8	12 0	12 0	12 0	12 0	...	...	...	...	...	...	...	...	14 13	14 13	...	...	...	...	160 0	160 0	9 10	9 10
Basti.	13 4	13 4	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	10 0	10 0
Shahjahanpur.	14 12	14 12	7 0	7 0	12 0	12 0	12 0	12 0	18 0	18 0	18 0	18 0	...	...	...	...	16 0	16 0	...	...	...	...	120 0	120 0	10 0	10 0
Budaun.	16 0	15 8	6 0	6 0	12 0	12 0	12 0	12 0	15 8	15 8	15 8	15 8	...	...	...	...	20 0	20 0	...	...	...	...	144 0	144 0	10 8	10 8
Pilibhit.	13 12	13 0	12 8	12 12	13 12	13 12	13 12	13 12	19 0	19 0	19 0	19 0	...	...	...	...	19 8	19 8	...	...	...	...	120 0	120 0	10 4	10 4





## RETAIL PRICES FOR THE 2ND HALF OF JANUARY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		HARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OF CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Penicillaria spicata</i> ).		MARUA OR RAGI ( <i>Eriosema canth.</i> ).		KANKUNI OR KAKUN. ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR TUR, CADIAN PEA ( <i>Caranus indicus</i> ).		PINEWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
<b>Punjab—</b>																										
<b>Southern—</b>																										
Hissar . . . . .	21 0	18 0	33 0	29 0	...	...	12 0	12 0	29 0	28 0	24 0	24 0	...	...	20 0	16 0	33 0	30 0	...	...	...	...	100 0	100 0	10 0	11 8
Ferozepore . . . . .	21 0	19 0	39 0	29 0	...	...	10 0	9 0	26 0	23 0	19 0	...	...	...	30 0	30 0	29 0	26 0	25 0	26 0	11 0	9 0	100 0	100 0	12 8	12 0
Montgomery . . . . .	21 0	20 0	29 0	26 0	...	...	10 0	10 0	24 0	25 0	...	...	...	...	...	...	...	...	...	...	...	...	190 0	190 0	12 0	12 0
<b>Central—</b>																										
Gurgaon . . . . .	19 0	17 0	27 0	24 0	...	...	9 0	9 0	22 0	22 0	22 0	21 0	...	...	...	...	27 0	24 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi . . . . .	17 0	14 0	24 0	23 0	...	...	12 0	12 0	24 0	22 0	20 0	19 0	...	...	11 0	12 0	20 0	23 0	20 0	20 0	20 0	20 0	60 0	60 0	11 0	11 0
Rohilk . . . . .	17 0	16 0	24 0	24 0	...	...	12 0	12 0	25 0	24 0	18 0	17 0	...	...	12 0	12 0	29 0	27 0	20 0	20 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnal . . . . .	16 0	14 0	22 0	20 0	...	...	12 0	12 0	24 0	25 0	20 0	19 0	...	...	12 0	12 0	27 0	24 0	25 0	24 0	15 0	15 0	120 0	120 0	10 0	10 0
Lahore . . . . .	21 0	19 0	42 0	30 0	...	...	11 0	11 0	29 0	25 0	23 0	22 0	...	...	24 0	24 0	29 0	25 0	29 0	25 0	10 0	10 0	77 0	78 0	13 0	13 0
<b>Sub-montane—</b>																										
Umballa . . . . .	20 0	20 0	26 0	26 0	...	...	11 0	11 0	23 0	23 0	20 0	20 0	...	...	8 0	8 0	28 0	25 0	27 0	25 0	...	...	110 0	110 0	12 12	12 12
Ludhiana . . . . .	22 0	20 0	31 0	30 0	...	...	11 0	10 0	24 0	24 0	23 0	21 0	...	...	17 0	17 0	29 0	27 0	30 0	28 0	...	...	85 0	85 0	13 0	13 0
Jullundur . . . . .	22 0	20 0	28 0	25 0	...	...	10 0	10 0	24 0	23 0	19 0	18 0	...	...	20 0	20 0	27 0	24 0	27 0	25 0	...	...	80 0	80 0	13 0	13 0
Hoshiarpur . . . . .	20 0	19 0	29 0	25 0	...	...	10 0	10 0	20 0	21 0	20 0	17 0	...	...	15 0	15 0	25 0	23 0	24 0	23 0	...	...	90 0	90 0	12 8	12 8
Gurdaspur . . . . .	24 0	22 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	26 0	26 0	...	...	12 0	12 0	27 0	24 0	24 0	24 0	...	...	100 0	100 0	12 0	12 0
Amritsar . . . . .	22 0	20 0	33 0	27 0	...	...	11 0	11 0	22 0	21 0	22 0	21 0	...	...	18 0	18 0	27 0	25 0	26 0	23 0	...	...	80 0	80 0	12 0	12 0
<b>Hills—</b>																										
Simla . . . . .	13 0	13 0	18 0	18 0	...	...	8 0	9 0	14 0	14 0	15 0	14 0	...	...	9 0	9 0	18 0	15 0	18 0	17 0	...	...	90 0	90 0	9 0	9 0
Kangra . . . . .	10 0	10 0	22 0	22 0	...	...	13 0	14 0	14 0	14 0	14 0	14 0	...	...	6 0	6 0	17 0	19 0	17 0	17 0	...	...	120 0	120 0	10 0	10 0
<b>North-western—</b>																										
Sialkot . . . . .	19 0	20 0	35 0	35 0	...	...	14 0	13 0	30 0	35 0	27 0	26 0	...	...	20 0	20 0	26 0	25 0	25 0	24 0	...	...	120 0	120 0	13 8	13 8
Gujranwala . . . . .	22 0	20 0	43 0	38 0	...	...	13 0	12 0	25 0	27 0	25 0	25 0	...	...	10 0	10 0	25 0	27 0	25 0	26 0	...	...	115 0	110 0	13 0	13 0
Gujrat . . . . .	22 0	20 0	31 0	32 0	...	...	15 0	15 0	28 0	29 0	25 0	24 0	...	...	10 0	10 0	25 0	27 0	25 0	26 0	...	...	110 0	110 0	14 0	14 0
Jhelum . . . . .	23 0	21 0	31 0	32 0	...	...	14 0	14 0	28 0	29 0	27 0	27 0	...	...	10 0	10 0	25 0	27 0	25 0	26 0	...	...	120 0	120 0	14 0	14 0
Rawalpindi . . . . .	25 0	23 0	40 0	36 0	...	...	14 0	14 0	30 0	33 0	27 0	27 0	...	...	18 0	18 0	27 0	25 0	29 0	28 0	...	...	70 0	70 0	13 8	13 8
Hazara . . . . .	24 0	23 0	37 0	36 0	...	...	13 0	13 0	33 0	33 0	24 0	24 0	...	...	24 0	24 0	24 0	24 0	27 0	28 0	...	...	90 0	90 0	11 0	11 0
Peshawar . . . . .	22 0	22 0	37 0	37 0	...	...	10 0	10 0	30 0	30 0	24 0	24 0	...	...	20 0	20 0	22 0	23 0	30 0	30 0	...	...	90 0	90 0	42 0	42 0
Kohat . . . . .	20 0	20 0	36 0	36 0	...	...	11 0	12 0	42 0	46 0	33 0	33 0	...	...	26 0	26 0	32 0	29 0	33 0	33 0	...	...	154 0	154 0	61 3	61 3
<b>Western—</b>																										
Shabpur . . . . .	24 0	24 0	35 0	35 0	...	...	10 0	10 0	32 0	32 0	26 0	25 0	...	...	23 0	23 0	30 0	30 0	21 0	21 0	...	...	160 0	160 0	13 0	13 0
Jhang . . . . .	28 0	20 0	33 0	29 0	...	...	10 0	10 0	26 0	26 0	16 0	16 0	...	...	32 0	32 0	28 0	26 0	27 0	30 0	...	...	160 0	160 0	12 0	12 0
Mooltan . . . . .	18 0	18 0	28 0	28 0	...	...	12 0	12 0	24 0	24 0	22 0	22 0	...	...	16 0	16 0	24 0	24 0	24 0	24 0	...	...	90 0	90 0	12 0	12 0
Bannu . . . . .	25 0	30 0	55 0	70 0	...	...	15 0	15 0	44 0	52 0	29 0	37 0	...	...	9 0	9 0	29 0	43 0	40 0	49 0	...	...	90 0	90 0	51 0	51 0
D. I. Khan . . . . .	22 0	23 0	38 0	44 0	...	...	8 0	9 0	33 0	38 0	26 0	25 0	...	...	4 0	4 0	32 0	33 0	26 0	25 0	...	...	107 0	107 0	37 0	37 0
Muzaffargarh . . . . .	20 0	21 0	33 0	34 0	...	...	17 0	17 0	20 0	26 0	23 0	23 0	...	...	18 0	18 0	23 0	23 0	15 0	15 0	...	...	140 0	140 0	12 0	12 0
D. G. Khan . . . . .	18 0	18 0	30 0	31 0	...	...	7 0	7 0	33 0	31 0	25 0	25 0	...	...	18 0	18 0	23 0	23 0	15 0	15 0	...	...	125 0	125 0	24 4	23 12
<b>Sind and Baluchistan—</b>																										
Karachi . . . . .	15 0	15 0	...	...	...	...	8 0	8 0	18 0	18 0	16 0	16 0	...	...	...	...	19 0	19 0	...	...	...	...	80 0	80 0	14 8	14 8
Hyderabad . . . . .	14 0	14 0	...	...	...	...	8 0	8 0	17 0	17 0	16 0	16 0	...	...	...	...	18 0	18 0	...	...	...	...	106 11	106 11	12 8	12 8
Jhar and Patkar (Umarkot) . . . . .	12 0	13 0	...	...	...	...	13 0	13 0	15 0	15 0	17 8	17 8	...	...	...	...	8 4	8 4	...	...	...	...	116 6	116 6	12 0	12 0
Sukkur (Shikarpur) . . . . .	17 8	18 8	...	...	...	...	8 0	8 0	12 0	12 0	21 0	21 0	...	...	...	...	23 0	23 0	...	...	...	...	160 0	160 0	12 0	12 0
Upper Sind Frontier . . . . .	17 0	17 0	...	...	...	...	10 0	10 0	13 0	13 0	20 0	22 0	...	...	...	...	20 0	20 0	...	...	...	...	128 0	128 0	11 0	11 0
Quetta . . . . .	18 0	18 0	25 0	25 0	...	...	5 0	5 0	7 0	7 0	24 0	24 0	...	...	6 0	6 0	17 0	18 0	27 0	27 0	...	...	53 5	53 5	9 0	9 0

[illegible]

\* Not sold.

† Not produced.

1 Not procurable.



## RETAIL PRICES FOR THE 2ND HALF OF JANUARY 1895—continued

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR RAGI ( <i>Eriosema coccineum</i> ).		KANGNI OR ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
<b>Madras—</b>																										
Malabar Coast—																										
Malabar . . . . .	12 0	12 0	11 8	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	9 12	9 8
S. Canara . . . . .	13 3	12 12	9 8	7 13	7 13	9 0	9 0	9 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
South, central—																										
Coimbatore . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Nilgiris . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Salem . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>Central—</b>																										
Bellary . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Anantapur . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Cuddapah . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Kurnool . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>East Coast, north—</b>																										
Ganjam . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Vizagapatnam . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Godavari . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>East Coast, central—</b>																										
Kistna . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Nellore . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>East Coast, south—</b>																										
Madras . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Chingleput . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
N. Arcot . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
S. Arcot . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>Tanjore . . . . .</b>																										
Tanjore . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>Trichinopoly . . . . .</b>																										
Trichinopoly . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>Southern—</b>																										
Tinnevely . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Madura . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>Mysore—</b>																										
Mysore . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Bangalore . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Kolar . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Tamilur . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Hassan . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Kadur . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Shimoga . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Chitaldroog . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
<b>Coorg—</b>																										
Coorg . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0
Aden . . . . .	12 0	12 0	11 0	9 0	9 0	10 0	10 0	10 0	28 0	28 0	21 0	21 0	26 0	26 0	26 0	26 0	12 0	11 8	14 0	14 0	15 0	15 0	96 0	96 0	10 0	10 0

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT  
(Statistical Branch).

STEPHEN JACOB,

Officiating Secretary to the Government of India.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the week ending at 8 a.m. on  
Saturday, March 9th, 1895.

**General Summary.**—The high pressure conditions in Northern India, which have been a marked feature in the weather for some time past, continued during the first part of the week, and was associated with unusually high temperature, especially in North-Western India. The barometer fell rapidly in the Punjab and Upper Sind on Monday morning, and a very shallow depression was shown in the West Punjab which however filled up during the next 24 hours. Pressure gave way generally over the whole country on Thursday, the fall being large in the sub-montane districts of Northern India, and was followed by another large fall on Friday in Baluchistan, Upper Sind and Central Rajputana. A well marked depression and disturbance of the hot weather type was formed over Baluchistan, Upper Sind and the South-West Punjab, in which pressure was nearly two-tenths of an inch below the normal. Weather was still more disturbed in North-Western India on Saturday, and numerous duststorms and thunderstorms were reported from stations in the Punjab, Rajputana, Kathiawar and Central India. The falls of rain registered were however not large, the most important being  $\cdot76$  inch at Rajkot and  $\cdot64$  inch at Mount Abu.

Conditions have been abnormal in Southern India, where unusually clear and dry weather has obtained, while at the same time temperature has been considerably below the normal, especially at the hill stations. At Wellington on Wednesday the minimum or night temperature was  $9^{\circ}$  in defect.

**Daily Summary.**—*Sunday.*—Pressure had increased slightly in Baluchistan, the Punjab and Upper Sind, and decreased slightly elsewhere. Pressure was in moderate to considerable excess in Northern and Central India, and normal or in slight excess in the Peninsula. Temperature had decreased in North-Western and Central India, the fall in the Punjab averaging nearly  $6^{\circ}$  and in Sind and Rajputana  $4\frac{1}{2}^{\circ}$ . In Madras temperature was more than  $3^{\circ}$  in defect of the normal. Local duststorms and thunderstorms had occurred in Rajputana, the Punjab and Upper India hill districts. Simla received  $\cdot23$  inch and Jeypore  $\cdot2$  inch.

*Monday.*—Pressure had fallen rapidly in the Punjab and Upper Sind and briskly in Baluchistan and Northern India. A very shallow depression was shown lying over the West Punjab, and pressure was very uniform, differing but slightly from the normal, except in the depression area and in Central Rajputana. Temperature had risen briskly in the Punjab and Central India, but was nearly  $4^{\circ}$  below the normal in Madras. The highest temperature registered was  $98^{\circ}\cdot6$  at Rangoon. Showers of rain had fallen at Malegaon, Sibsagar and Mussooree, and snow at Gnatong. The heaviest fall was  $\cdot39$  inch at Sibsagar.

*Tuesday.*—Pressure had increased slightly to briskly everywhere except in Baluchistan and South Madras, and the depression in the West Punjab had filled up. Pressure was highest in Central Rajputana where it was nearly a tenth



of an inch above the normal. Temperature had fallen nearly  $2^{\circ}$  in Madras and had risen  $2^{\circ}$  in Central India. Surat and Thayetmyo registered maximum temperatures exceeding  $98^{\circ}$ . Indore reported a fall of rain amounting to  $\cdot 5$  inch and Sibsagar  $\cdot 3$  inch.

*Wednesday.*—The pressure changes everywhere were small in amount. Pressure was in moderate to considerable excess in Rajputana, Central India and the Upper India hill districts. Temperature had increased generally, except in Madras, where it had fallen very slightly, and was  $7^{\circ}$  above the normal in the Punjab,  $5^{\circ}$  in Sind and Rajputana and  $3^{\circ}$  in Central India. The excess was most marked in the day temperatures. Thayetmyo had recorded a maximum temperature of  $99^{\circ} \cdot 1$  and Poona  $99^{\circ}$ . Gnatong reported a light fall of snow.

*Thursday.*—The barometer had fallen rapidly in the sub-montane districts of Northern India, slightly in Southern India, and briskly elsewhere. Pressure was lowest in North Bihar and North Bengal, and was in considerable defect in that area, but continued in considerable excess at the Upper India hill stations as compared with the neighbouring plains stations. Moderate to strong westerly winds were blowing in the Gangetic Plain and North and Central Bengal, and winds had shifted again to north-west in South-West Bengal and Orissa. Temperature had increased slightly in Gujarat, Central India and Bombay, and high maximum temperatures were registered in Gujarat and Kathiawar, the highest being Surat  $104^{\circ} \cdot 2$ , Deesa  $101^{\circ} \cdot 4$ , Ahmedabad  $100^{\circ} \cdot 3$  and Rajkot  $99^{\circ} \cdot 9$ . Colombo had received  $\cdot 6$  inch of rain.

*Friday.*—Pressure had decreased by large amounts in Baluchistan, Upper Sind and Central Rajputana, and briskly over the remainder of North-Western and Central India. A well marked depression lay over Baluchistan, Upper Sind and the South-West Punjab, in which pressure was nearly  $\cdot 200''$  in defect. Temperature had increased nearly  $2^{\circ}$  in the Central Provinces, Central India, Gujarat, Rajputana and Sind, and  $1\frac{1}{2}^{\circ}$  in Madras. The highest temperatures registered were  $103^{\circ} \cdot 2$  at Surat,  $102^{\circ} \cdot 4$  at Deesa,  $102^{\circ} \cdot 3$  at Ahmedabad and  $100^{\circ} \cdot 4$  at Rajkot. Duststorms and thunderstorms were reported by stations in Sind, Gujarat and Rajputana, and the depression in Sind was causing unsettled weather in North-Western and Central India.

*Saturday.*—The barometer had risen briskly to rapidly in North-Western and Central India, but had fallen briskly in Baluchistan, and a deepish depression, probably the continuation of the one in Sind the day before, was shown covering Baluchistan and Sind. The changes of pressure elsewhere were small in amount. Numerous duststorms and thunderstorms were reported, chiefly by stations in the Punjab, Rajputana, Kathiawar and Central India, and temperature had in consequence fallen very rapidly in Sind, Rajputana, Central India, Gujarat and Kathiawar. The fall of temperature was greatest at Deesa, where it amounted to nearly  $19^{\circ}$ .

**Temperature.**—Unusually high temperature has prevailed during the greater part of the week in Northern and Central India and the Central Provinces, and unusually low temperature in Madras. The excess was greatest in the Punjab, where, with the exception of the first and second days of the week, temperature ranged between  $5^{\circ}$  and  $7^{\circ}$  above the normal. At the close of the week a series of duststorms and thunderstorms caused a very rapid fall of temperature in Central India, Gujarat, Sind and Rajputana. The fall averaged  $8\frac{1}{2}^{\circ}$  in Sind and Rajputana,

The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week :—

PROVINCE.	MARCH, 1895.							Mean variation of week.
	3rd.	4th.	5th.	6th.	7th.	8th.	9th.	
	0	0	0	0	0	0	0	0
Burma . . . . .	—0'4	+0'7	+0'1	+0'1	—0'2	—1'1	—0'7	—0'2
Bengal and Assam . . . . .	—0'1	+1'2	+1'2	+1'8	+0'9	+1'4	+2'0	+1'2
North-Western Provinces and Oudh . . . . .	+1'6	+2'3	+1'7	+2'4	+2'9	+2'4	+3'5	+2'4
Punjab . . . . .	+2'3	+4'6	+6'0	+7'0	+6'8	+7'2	+5'2	+5'6
Bombay . . . . .	+0'3	+0'7	+1'1	+1'5	+2'7	+2'6	+1'1	+1'4
Central Provinces and Berar . . . . .	—0'2	+0'9	+0'4	+1'4	+1'0	+2'5	+2'0	+1'1
Central India and Gujarat . . . . .	+1'1	+3'3	+1'1	+2'8	+3'8	+5'2	—2'4	+2'1
Sind and Rajputana . . . . .	+1'8	+2'2	+2'9	+4'8	+4'8	+6'4	—2'2	+3'0
Madras . . . . .	—3'1	—3'6	—1'9	—2'4	—1'9	—0'6	+0'4	—1'9
	0	0	0	0	0	0	0	0
MEAN FOR WHOLE OF INDIA	+0'4	+1'4	+1'4	+2'2	+2'3	+2'9	+1'0	+1'6

The mean temperature of the week was practically normal in Burma and 2° in defect in Madras. In all other provinces it was in excess, the excess averaging 5°·6 in the Punjab, 3° in Sind and Rajputana, and upwards of 2° in the North-Western Provinces, Gujarat and Central India.

The mean temperature for the whole of India was above the normal throughout the week. For the whole week it averaged 1°·6 in excess.

**Rainfall.**—Light but fairly general rain fell at the close of the week in the West and North-West Punjab. Rain was received in 19 of the 52 rainfall divisions during the week, but the amounts registered were in all cases small and of but little importance. The heaviest average rainfall was only '36 inch in West Rajputana, and in nine divisions it did not exceed a tenth of an inch. The rainfall of the week was in excess of the normal by small amounts in Tenasserim, Khandesh, Central India, Rajputana and the western and central districts of the Central Provinces.

A new rainfall period commences with this week.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 9TH MARCH 1895.			RAINFALL DATA FROM 3RD MARCH TO 9TH MARCH 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 3rd March to 9th March.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	Tenasserim . . . . .	0'05	0'02	+0'03	0'05	0'02	+ 150
	Lower Burma . . . . .	0	0	0	0	0	0
	Central do. . . . .	0	0'02	-0'02	0	0'02	- 100
	Upper do. . . . .	0	?	?	0	?	?
	Arakan . . . . .	0	0'06	-0'06	0	0'06	- 100
BENGAL AND ASSAM	Eastern Bengal . . . . .	0	0'45	-0'45	0	0'45	- 100
	Assam (Surma) . . . . .	0	1'24	-1'24	0	1'24	- 100
	Do. (Brahmaputra) . . . . .	0'15	0'59	-0'44	0'15	0'59	- 75
	Deltaic Bengal . . . . .	0	0'35	-0'35	0	0'35	- 100
	Central do. . . . .	0	0'20	-0'20	0	0'20	- 100
	North do. . . . .	0	0'22	-0'22	0	0'22	- 100
	Orissa . . . . .	0	0'27	-0'27	0	0'27	- 100
	Chota Nagpur . . . . .	0	0'31	-0'31	0	0'31	- 100
	Bihar (South) . . . . .	0'01	0'14	-0'13	0'01	0'14	- 93
	Do. (North) . . . . .	0	0'16	-0'16	0	0'16	- 100
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East) . . . . .	0	0'09	-0'09	0	0'09	- 100
	North-Western Provinces Submontane (a) . . . . .	0	0'13	-0'13	0	0'13	- 100
	Oudh (South) . . . . .	0'10	0'12	-0'02	0'10	0'12	- 17
	Do. (North) . . . . .	0	0'17	-0'17	0	0'17	- 100
	North-Western Provinces (Central) . . . . .	0	0'13	-0'13	0	0'13	- 100
	North-Western Provinces (West) . . . . .	0'02	0'15	-0'13	0'02	0'15	- 87
	North-Western Provinces (Submontane) B . . . . .	0	0'47	-0'47	0	0'47	- 100
PUNJAB.	Punjab (South) . . . . .	0'04	0'16	-0'12	0'04	0'16	- 75
	Do. (Central) . . . . .	0'04	0'19	-0'15	0'04	0'19	- 79
	Do. (Submontane) . . . . .	0'01	0'44	-0'43	0'01	0'44	- 98
	Do. (Hill Districts) . . . . .	0'20	0'86	-0'66	0'20	0'86	- 77
	Do. (North-West) . . . . .	0'21	0'51	-0'30	0'21	0'51	- 59
	Do. (West) . . . . .	0'13	0'16	-0'03	0'13	0'16	- 19
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	Malabar . . . . .	0	0'12	-0'12	0	0'12	- 100
	Madras (South Central) . . . . .	0'03	0'12	-0'09	0'03	0'12	- 75
	Coorg . . . . .	0	0'22	-0'22	0	0'22	- 100
	Mysore . . . . .	0	0'07	-0'07	0	0'07	- 100
	Konkan . . . . .	0	0	0	0	0	0
	Bombay Deccan . . . . .	0	0'02	-0'02	0	0'02	- 100
	Hyderabad (North) . . . . .	...	...	...	...	...	...
CENTRAL PROV- INCES AND BERAR.	Khandesh . . . . .	0'01	0	+0'01	0'01	0	0
	Berar . . . . .	0	0'03	-0'03	0	0'03	- 100
	Central Provinces (West) . . . . .	0'12	0'02	+0'10	0'12	0'02	+ 500
	Do. (Central) . . . . .	0'16	0'08	+0'08	0'16	0'08	+ 100
BOMBAY (NORTH).	Do. (East) . . . . .	0	0'22	-0'22	0	0'22	- 100
	Gujarat . . . . .	0	0	0	0	0	0
	Kathiawar . . . . .	0	0'06	-0'06	0	0'06	- 100
RAJPUTANA AND CENTRAL INDIA.	Sind . . . . .	0'11	0'15	-0'04	0'11	0'15	- 27
	Central India (East) . . . . .	0'15	0'03	+0'12	0'15	0'03	+ 400
	Rajputana (East), Central India (West) . . . . .	0'23	0'06	+0'17	0'23	0'06	+ 283
	Rajputana (West) . . . . .	0'36	0'01	+0'35	0'36	0'01	+ 3,500
MADRAS . . . . .	East Coast (North) . . . . .	0	0'13	-0'13	0	0'13	- 100
	Do. (do.) (a) . . . . .	0	0'01	-0'01	0	0'01	- 100
	Hyderabad (South) . . . . .	0	0'08	-0'08	0	0'08	- 100
	Madras (Central) . . . . .	0	0'02	-0'02	0	0'02	- 100
	East Coast (Central) . . . . .	0	0'07	-0'07	0	0'07	- 100
	Do. (South) . . . . .	0	0'10	-0'10	0	0'10	- 100
	Madras (South) . . . . .	0	0'16	-0'16	0	0'16	- 100

W. A. BION,

Acting Asst. Meteorological Reporter to the  
Government of India.

SIMLA, 14th March, 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 16th March.*—No rain except scattered showers at four stations. The past drought is much felt in the Southern districts. Water-supply generally short. Cultivation season drawing to a close. Standing crops fair, but withered or withering in parts, except in the Circars. Harvest continues with generally fair outturn. Pasture generally scarce, but fodder sufficient. Prices rising in seven districts, but are stationary or easier elsewhere.

**Bombay.**—*For week ending 20th March.*—Rain fell in parts of Sind and four districts of the Presidency Proper. Standing crops damaged by frost, blight, hailstones or rain, in parts of Sind. Poppy diseased in parts of Baroda territory. Reaping of late crops continues in parts of seventeen districts, and preparations for next season's crops in parts of five. Cotton-picking in progress in parts of Gujarat and the Karnatac. Fodder-supply sufficient and agricultural stock in good condition. Prices normal except in parts of Ahmednagar and Sholapur.

**Bengal.**—*For week ending 18th March.*—There was rain in several districts during the week, but it was insignificant in amount except in Murshidabad, Dacca, Chittagong, and the Bettiah sub-division of Champaran. More rain is required for the standing crops in Eastern Bengal and for the cultivation of the hot-weather crops there and in Northern Bengal. In Orissa rain is required to mature the spring rice. The spring harvest is in progress and promises generally to yield a good outturn. The collection of opium is going on satisfactorily, but in Gaya the weather is said to be not very favourable. The young indigo is generally doing well. Cattle in good condition except in the north-west of Dacca and Khulna. The price of common rice continues normal and almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 20th March.*—Weather generally cloudy. Slight showers of rain in Benares, Allahabad, Banda, Farukhabad, and Moradabad. Hail fell in Banda and one tahsil of Jhansi doing slight damage. Violent hail-storms also prevailed in three tahsils of Farukhabad and Lalitpur sub-division, causing somewhat serious damage in the latter. The spring harvest is in progress, the outturn being below normal in Fyzabad and Partabgarh. Crops are good elsewhere. Poppy yield small in some districts. Supplies sufficient, but fodder is scarce in Sitapur, one tahsil of Rae Bareilly, and two tahsils of Cawnpore. Prices falling in Benares and Sitapur, low in Fyzabad, Banda, and Moradabad, risen slightly in Allahabad, and normal elsewhere.

**Punjab.**—*For week ending 20th March.*—Rain has fallen in all districts except Hissar, Umballa, and Sialkot. Reaping of rapeseed has commenced in Lahore and sowings of cotton and tobacco are in progress. Land is being prepared for other autumn crops. Spring crops are ripening and their condition and prospects are said to be good to average. The recent rain has improved the condition of standing crops in some districts. Crops have been much damaged by hail in one and slightly in two tahsils of Sialkot, and they have similarly suffered in one tahsil of Dera Ismail Khan. Field rats have also been destructive in one tahsil of Lahore. Cattle are generally in good condition, and pasturage and fodder sufficient throughout the Province. Prices falling in Shahpur and Dera Ismail Khan, below normal in Sialkot, continue normal in Umballa, and low elsewhere.



**Central Provinces.**—*For week ending 20th March.*—Light sowers of rain have fallen in most districts accompanied in three by hail. Reaping and threshing of winter crops in progress. Prices above normal in Seoni, falling in two districts, and continue normal elsewhere. Fodder-supply sufficient and agricultural stock in good condition.

**Burma.**—*For week ending 16th March.*—Slight rain fell in the northern part of the Province and some also in Arakan. Harvesting of main paddy crop completed everywhere in Upper Burma. Sowing and transplanting of dry-weather paddy and cultivation of miscellaneous food-crops progressing favourably, while early wet-weather paddy operations have commenced in two districts. Prospects generally good. Paddy market fairly steady with slight fall in five districts of Lower Burma. Prices above normal in Lower Burma and below normal in Upper Burma. Fodder and water-supply sufficient.

**Assam.**—*For week ending 19th March.*—Weather seasonable. Ploughing for early rice progressing. Pressing of sugarcane continues. Condition of cattle fair, and fodder and water sufficient.

**Mysore and Coorg.**—*For week ending 20th March.*—**MYSORE:** Standing crops in good condition. Prospects of season good. Prices normal.

**COORG:** Threshing of rice almost over. Fodder and water for cattle fairly sufficient. Prices of food-grains normal.

**Berar and Hyderabad.**—*For week ending 20th March.*—**BERAR:** Weather warm and cloudy. Cutting of winter crops completed in two districts. Land is being prepared for ensuing rain crop. Fodder and water sufficient. Prices risen in two districts, fallen in one, and stationary elsewhere.

**HYDERABAD:** No rain during the week. State of crops favourable. Water in wells and tanks sufficient for cultivation. Prices normal.

**Central India.**—*For week ending 20th March.*—Slight rain fell in four Agencies during the week. Agricultural operations completed in Bhopal and are in progress in other Agencies. Condition of standing crops indifferent in Isagarh but fairly good elsewhere. Condition of cattle fair except in Bhopal, Narsingarh, and Isagarh. Pasturage good and sufficient except in five districts of Gwalior. Prices of food-grains high in Bundelkhand, Goona, and Isagarh; rising in Chanderi and Dhar; stationary in Bhopal and Western Malwa; and normal elsewhere. Condition of opium indifferent in Isagarh, partially injured by rain in Bhopawar and Goona, and fairly good elsewhere.

**Rajputana.**—*For week ending 20th March.*—Fairly heavy rain fell in Dholepore, Ulwar, and Bickaneer, and slight in Jhallawar, Haraoti, and Kerowli. Agricultural operations satisfactory. Harvesting commenced in parts. Standing crops, prospects, and agricultural stock generally good. Fodder sufficient but failing in Dholepore. Prices falling in two States, below average in one, and steady elsewhere.

**Kashmir.**—*For week ending 18th March.*—**KASHMIR VALLEY:** Rain fell all over Kashmir during the week. The spring crops are reported to be in good condition. Prices below normal.

**JAMMU PROVINCE.**—*For week ending 20th March.*—Slight rain fell during the week. Cattle in good condition and fodder sufficient. Prices stationary.

**Nepal.**—*For week ending 16th March.*—No rain. Weather fine.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

*Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eleven months of the official year 1894-95, and of the twenty-three preceding years.*  
(IN THOUSANDS OF RUPEES.)

FOR THE ELEVEN MONTHS, APRIL TO FEBRUARY.																									
YEAR.	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.				YEAR.
	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.				
1871-72	9,67	66,57	23,12	99,36	5,74	44,09	4,22	54,05	1,04	1,26	2,04	4,34	3,46	11,53	12,85	27,84	1,55	4,06	17,79	23,40	1,48,97	60,02	2,08,99	1871-72	
1872-73	10,92	63,46	25,56	99,94	5,11	40,48	3,39	48,98	97	1,16	1,84	3,97	3,56	11,27	10,34	25,17	2,78	4,77	28,32	35,87	1,44,48	69,45	2,13,93	1872-73	
1873-74	10,27	60,67	20,39	91,33	5,85	45,55	3,63	55,03	1,22	93	1,13	3,28	3,44	12,72	13,26	29,42	3,03	4,79	22,32	30,14	1,48,47	60,73	2,09,20	1873-74	
1874-75	10,86	70,33	17,53	98,72	6,51	45,29	4,23	56,03	1,04	83	1,48	3,35	3,37	12,30	12,41	28,08	3,49	6,30	15,44	25,23	1,60,32	51,09	2,11,41	1874-75	
1875-76	12,03	68,51	19,11	99,65	6,77	42,10	4,21	53,08	1,22	96	1,14	3,32	4,25	12,39	10,44	27,08	3,45	4,86	25,75	34,06	1,56,54	60,65	2,17,19	1875-76	
1876-77	12,01	60,19	18,90	91,10	7,78	39,36	1,09	48,23	1,34	71	31	2,36	4,93	10,96	6,20	22,69	3,81	5,04	22,10	30,95	1,46,13	48,60	1,94,73	1876-77	
1877-78	13,26	74,49	19,46	1,07,21	7,92	45,48	1,24	54,64	1,73	84	44	3,01	5,52	9,09	2,23	16,84	4,55	5,97	20,13	30,65	1,58,85	43,50	2,12,35	1877-78	
1878-79	11,87	58,82	19,35	90,04	7,78	41,56	2,17	51,51	1,75	57	29	2,61	4,98	8,56	4,41	17,95	6,03	6,56	22,33	34,92	1,48,48	48,55	1,97,03	1878-79	
1879-80	11,39	54,65	13,86	79,90	8,73	36,93	2,23	47,89	3,02	70	32	4,04	4,66	8,46	7,43	20,55	6,34	6,54	26,01	38,89	1,41,42	49,85	1,91,27	1879-80	
1880-81	12,10	54,84	15,27	82,21	8,11	51,41	2,41	61,93	4,50	1,14	23	5,87	4,80	9,62	7,08	21,50	4,42	7,72	31,74	43,88	1,58,66	56,73	2,15,39	1880-81	
1881-82	12,31	47,15	17,23	76,69	9,35	44,14	1,77	55,26	3,65	1,21	40	5,26	4,58	8,88	4,37	17,83	6,79	7,50	33,52	47,81	1,45,56	57,29	2,02,85	1881-82	
1882-83	13,08	14	18,11	31,33	9,59	-1,01*	1,78	10,36	3,16	4	55	3,75	5,02	6	3,53	8,61	7,31	7	46,70	48,08	38,16	64,67	1,02,13	1882-83	
1883-84	13,37	35	17,29	31,01	9,89	52	1,53	11,94	3,36	5	53	3,94	4,58	8	5,38	10,04	7,17	12	32,24	39,53	38,37	56,97	96,46	1883-84	
1884-85	11,43	34	13,77	25,54	9,97	47	1,91	12,35	3,66	6	57	4,29	4,41	5	4,41	8,87	6,82	7	23,08	29,97	37,28	43,74	81,02	1884-85	
1885-86	12,33	24	15,82	28,39	11,01	53	1,29	12,83	3,94	7	85	4,86	4,63	10	3,39	8,12	5,96	6	34,43	49,45	38,87	55,78	94,65	1885-86	
1886-87	13,13	38	13,27	26,78	11,37	52	1,66	13,55	4,72	11	90	5,73	6,13	17	4,54	10,84	8,64	15	33,90	42,69	43,99	54,27	99,59	1886-87	
1887-88	11,93	83	17,77	30,53	13,34	80	2,07	16,21	4,68	7	76	5,51	9,23	16	4,31	13,70	8,16	3	34,21	42,40	47,34	59,12	1,08,35	1887-88	
1888-89	13,37	5,75	14,83	33,95	13,53	3,71	1,55	18,79	4,93	70	47	6,10	9,55	87	4,72	15,14	8,03	93	24,46	33,42	61,37	46,03	1,07,40	1888-89	
1889-90	13,38	8,41	13,47	35,26	14,33	3,65	2,09	20,07	4,97	60	66	6,23	9,36	79	5,72	15,87	7,67	2,92	35,66	45,35	49,71	57,60	1,22,78	1889-90	
1890-91	14,73	8,87	18,05	41,65	15,79	4,24	1,71	21,74	5,75	1,01	76	7,52	10,25	1,12	4,07	15,44	8,17	55	49,65	58,37	54,69	74,24	1,44,72	1890-91	
1891-92	14,47	10,14	19,20	43,81	15,65	4,11	1,60	21,36	5,62	93	72	7,27	9,34	1,11	3,32	13,77	7,77	77	45,51	54,05	69,91	70,35	1,40,26	1891-92	
1892-93	15,19	11,02	16,23	42,44	15,99	4,67	2,31	22,97	5,15	1,06	72	6,93	9,42	78	3,77	13,97	8,90	95	34,67	44,52	54,65	57,70	1,30,83	1892-93	
1893-94	15,11	15,46	15,06	45,63	17,10	6,98	1,92	26,00	5,30	1,10	55	6,95	8,82	1,17	4,52	14,51	7,54	81	31,18	39,53	79,39	53,23	1,32,62	1893-94	
1894-95	16,32	59,65	17,51	93,48	16,56	1,01,57	3,51	1,21,64	4,84	8,46	74	14,04	10,13	14,12	6,35	30,60	7,91	9,57	45,98	63,45	2,49,13	74,09	3,23,22	1894-95	

\* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT  
(Statistical Branch)  
Calcutta, 18th March 1895.

STEPHEN JACOB,  
Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 10TH MARCH 1894, AND FROM 1ST JANUARY TO 9TH MARCH 1895.**

*N.B.—As regards the figures in column Total Earnings from 1st January 1895, audited figures have been used as far as possible.*

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 10TH MARCH 1894.				WEEK ENDING 9TH MARCH 1895.				Earnings from 1st January to 10th March 1894.	Earnings from 1st January to 9th March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open per week.		TOTAL.	Per mile open per week.						
State lines worked by companies.	R	Miles.	R	R	Miles.	R	R	R	R	R	R	R	
Standard gauge—													
East Indian . . . . .	655	1,634	11,25,065	689	1,687	11,72,493	695	1,14,31,853	1,09,19,773	...	5,12,080		
Bengal-Nagpur . . . . .	189	862	1,96,458	228	862	1,77,910	206	17,56,567	18,27,323	70,756	...		
Indian Midland (a) . . . . .	162	752	1,14,148	152	752	1,16,539	155	12,02,456	11,23,523	...	78,931		
Bezwa extension . . . . .	108	21	2,082	99	21	2,796	133	19,085	28,300	9,215	...		
Metre gauge—													
Rajputana-Malwa (b) . . . . .	324	1,710	5,29,745	310	1,790	4,84,630	271	54,55,059	53,90,340	...	64,719		
Palampur-Deesa . . . . .	47	17	850	50	17	970	57	7,311	9,874	2,563	...		
South Indian . . . . .	143	1,043	1,48,763	143	1,042	1,66,142	159	12,84,775	15,17,800	2,33,025	...		
Máyavaram-Mutpet . . . . .	61	...	...	...	54	3,507	65	...	34,440	...	...		
Southern Mahratta (c) . . . . .	115	1,165	1,29,840	111	1,165	1,40,541	121	11,60,575	12,30,203	69,628	...		
Bengal and North-Western (d) . . . . .	162	756	1,04,412	138	756	1,20,030	159	11,38,501	11,86,646	48,145	...		
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	223	21,533	97	231	20,390	88	2,00,153	1,99,886	...	26		
TOTAL	286	8,183	23,72,896	290	8,377	24,05,948	287	2,36,56,335	2,34,68,108	...	1,88,222		
State lines worked by the State.													
Standard gauge—													
North Western (state) (e) . . . . .	255	2,507	6,16,004	246	2,511	5,93,095	236	62,19,006	64,95,939	2,76,933	...		
Oudh and Rohilkhand (state) . . . . .	287	741	1,87,714	254	797	2,03,266	255	20,30,828	25,60,252	5,35,424	...		
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	2,02,729	249	813	2,32,550	286	25,13,265	27,17,495	2,04,230	...		
Bengal Central (f) . . . . .	126	125	16,566	133	125	19,220	154	1,54,009	1,65,936	11,927	...		
East Coast (state) . . . . .	107	266	2,10,18	79	353	33,618	95	1,96,364	3,18,230	1,21,866	...		
Metre gauge—													
Burma (state) . . . . .	199	730	2,00,403	275	746	1,85,736	249	16,89,948	17,32,764	42,816	...		
Special gauges—													
Jorhat (state provincial) . . . . .	44	28	1,177	42	28	1,247	45	10,450	12,357	1,907	...		
Cherra-Companyganj (state provincial) . . . . .	60	8	453	57	8	575	72	4,582	6,116	1,534	...		
TOTAL	244	5,218	12,46,064	239	5,381	12,69,307	236	1,28,18,452	1,40,15,089	11,96,637	...		
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (g) . . . . .	596	1,490	8,96,166	601	1,490	8,08,800	543	96,57,475	78,15,974	...	18,41,501		
Bombay, Baroda and Central India . . . . .	801	461	3,48,536	756	461	3,43,000	744	32,36,209	32,63,980	27,771	...		
Madras . . . . .	237	840	2,06,169	245	840	2,15,855	257	19,14,222	20,39,836	1,25,614	...		
TOTAL	522	2,791	14,50,871	520	2,791	13,67,655	490	1,48,07,906	1,31,19,790	...	16,88,116		
TOTAL (GUARANTEED AND STATE)	313	16,192	50,69,831	313	16,549	50,42,910	305	5,12,87,693	5,06,02,987	...	6,79,706		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	167	161	24,616	153	161	26,626	165	2,28,316	2,46,730	18,414	...		
Tarkessur . . . . .	308	22	10,290	468	22	6,586	299	65,012	62,876	...	2,136		
Metre gauge—													
Rohilkund and Kumaon (Company section) . . . . .	149	67	14,815	221	66	7,230	110	87,397	53,033	...	34,364		
Bengal Doonars . . . . .	80	32	1,675	52	36	2,710	75	22,442	28,215	5,773	...		
Dibru-Sadiya . . . . .	133	78	10,645	136	78	12,569	161	1,02,998	1,13,559	10,561	...		
Special gauge—													
Darjeeling-Himalayan . . . . .	232	51	10,553	207	51	10,764	211	94,922	1,03,957	9,035	...		
TOTAL	166	411	72,594	177	414	66,485	161	6,01,087	6,08,370	7,283	...		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state . . . . .	185	333	66,218	199	333	71,976	216	5,53,538	6,55,439	1,01,901	...		
The Gaekwar's Petlad . . . . .	112	13	1,326	102	13	1,360	105	12,322	11,518	...	804		
Rajpura-Bhatinda . . . . .	192	108	19,959	185	108	56,647	525	1,65,825	3,96,870	2,31,045	...		
Kolar Gold-fields . . . . .	306	...	...	...	10	1,729	173	...	20,714	20,714	...		
Metre gauge—													
Southern Mahratta (Mysore section) (h) . . . . .	88	362	30,234	84	362	36,226	100	2,97,134	3,26,152	29,018	...		
The Gaekwar's Mehsana . . . . .	98	93	9,679	104	93	6,870	74	91,266	68,856	...	22,410		
Kolhapur . . . . .	92	29	2,466	85	29	2,529	87	21,235	21,702	417	...		
Special gauge—													
The Gaekwar's Dabhoi . . . . .	81	72	6,572	91	72	4,150	58	56,084	37,005	...	19,079		
Cooch Behar . . . . .	30	22	675	31	22	1,180	54	4,087	12,132	8,045	...		
TOTAL	130	1,032	1,37,169	133	1,042	1,82,667	175	12,01,541	15,50,388	3,48,847	...		
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	131	334	52,251	156	334	37,777	113	4,14,368	3,78,643	...	35,725		
Jetalsar-Rajkot . . . . .	68	46	3,944	86	46	3,598	78	29,655	34,091	4,436	...		
Jodhpore-Bickaneer . . . . .	75	394	30,140	83	364	21,440	59	2,69,480	2,02,773	...	66,707		
Special gauge—													
Morvi . . . . .	75	94	6,691	71	94	6,657	71	68,154	64,106	...	4,048		
TOTAL	97	838	93,026	111	838	69,472	83	7,81,657	6,79,613	...	1,02,044		
GRAND TOTAL	290	18,473	53,72,620	291	18,843	53,61,534	285	5,38,66,978	5,34,41,358	...	4,25,620		
(a) Includes the Bhopal-Itarsi railway													

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the Wardha Coal, Dhond-Mannad, Khamgaon, and Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

CALCUTTA, the 22nd March, 1895.

H. P. BURT.

Offg. Under Secretary.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLVIII of 1894-95.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 10TH MARCH 1894.				WEEK ENDING 9TH MARCH 1895.				Earnings from 1st April 1893 to 10th March 1894.	Earnings from 1st April 1894 to 9th March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
<b>State lines worked by companies.</b>													
<i>Standard gauge—</i>													
East Indian . . . . .	602	1,634	11,25,065	689	1,687	11,72,493	695	4,80,66,042	4,93,20,259	12,54,217	...	...	
Bengal-Nágpur . . . . .	149	862	1,96,458	228	862	1,77,910	206	60,95,357	61,60,673	65,316	...	...	
Indian Midland (a) . . . . .	132	752	1,14,148	152	752	1,16,539	155	48,11,457	53,33,263	5,21,806	...	...	
Bezwa extension . . . . .	95	21	2,082	99	21	2,796	133	98,249	1,74,859	76,610	...	...	
<i>Metre gauge—</i>													
Rajputana-Malwa (b) . . . . .	261	1,710	5,29,745	310	1,790	4,84,630	271	2,16,37,101	2,35,65,931	19,28,830	...	...	
Pálanpur-Deesa . . . . .	41	17	850	50	17	970	57	(c) 11,747	37,062	25,315	...	...	
South Indian . . . . .	144	1,043	1,48,763	143	1,042	1,66,142	159	73,05,826	78,20,342	4,54,516	...	...	
Máyavaram-Mutpet . . . . .	...	...	...	...	54	3,507	65	...	(d) 1,96,455	1,96,455	...	...	
Southern Mahratta (e) . . . . .	100	1,165	1,29,840	111	1,165	1,40,541	121	56,46,293	59,04,018	2,57,725	...	...	
Bengal and North-Western (f) . . . . .	132	756	1,04,412	138	756	1,20,030	159	48,77,125	52,94,893	4,17,768	...	...	
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	67	223	21,533	97	231	20,390	88	7,19,443	8,80,979	1,61,536	...	...	
<b>TOTAL</b>	250	8,183	23,72,896	290	8,377	24,05,948	287	9,93,28,640	10,46,88,734	53,60,094	...	...	
<b>State lines worked by the State.</b>													
<i>Standard gauge—</i>													
North-Western (state) (g) . . . . .	232	2,507	6,16,004	246	2,511	5,93,095	236	2,81,62,883	3,06,36,455	24,73,562	...	...	
Oudh and Rohilkhand (state) . . . . .	242	741	1,87,714	254	797	2,03,266	255	83,81,257	1,04,70,241	20,88,984	...	...	
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	309	813	2,02,729	240	813	2,32,550	286	1,19,62,504	1,35,42,509	15,80,005	...	...	
Bengal Central (h) . . . . .	120	125	16,566	133	125	19,220	154	7,34,316	7,85,278	50,962	...	...	
East Coast (state) . . . . .	71	266	(i) 21,018	79	353	33,618	95	(i) 6,67,414	14,75,244	8,07,830	...	...	
<i>Metre gauge—</i>													
Burma (state) . . . . .	171	730	2,00,403	275	746	1,85,736	249	59,26,792	58,04,214	...	1,22,578	...	
<i>Special gauges—</i>													
Jorhat (state provincial) . . . . .	49	28	1,177	42	28	1,247	45	66,986	69,898	2,912	...	...	
Cherra-Companyganj (state provincial) . . . . .	54	8	453	57	8	575	72	21,032	24,980	3,948	...	...	
<b>TOTAL</b>	226	5,218	12,46,064	239	5,381	12,69,307	236	5,59,23,194	6,28,08,819	68,85,625	...	...	
<b>Lines worked by guaranteed companies.</b>													
<i>Standard gauge—</i>													
Great Indian Peninsula (j) . . . . .	510	1,490	8,96,166	601	1,490	8,08,800	543	3,69,05,449	3,17,75,956	...	51,29,493	...	
Bombay, Baroda and Central India . . . . .	638	461	3,48,530	756	461	3,43,000	744	1,42,69,483	1,48,64,258	5,94,775	...	...	
Madras . . . . .	238	840	2,00,169	245	840	2,15,855	257	97,71,006	98,32,224	61,218	...	...	
<b>TOTAL</b>	440	2,791	14,50,871	520	2,791	13,67,655	490	6,09,45,938	5,64,72,438	...	44,73,500	...	
<b>TOTAL (GUARANTEED AND STATE)</b>	277	16,192	50,69,831	313	16,549	50,42,910	305	21,61,97,772	22,39,69,991	77,72,249	...	...	
<b>Assisted companies.</b>													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka . . . . .	148	161	24,616	153	161	26,626	165	11,45,865	12,65,702	1,19,837	...	...	
Tarkessur . . . . .	253	22	10,290	468	22	6,586	299	2,69,991	2,84,292	14,301	...	...	
<i>Metre gauge—</i>													
Rohilkhand and Kumaon (Company section) . . . . .	137	67	14,815	221	66	7,230	110	4,38,986	3,87,745	...	51,241	...	
Bengal Dooars . . . . .	77	32	1,075	52	36	2,710	75	1,23,499	2,02,035	78,536	...	...	
Dibru-Sadiya . . . . .	130	78	10,045	136	78	12,569	161	4,92,347	5,11,644	9,297	...	...	
<i>Special gauge—</i>													
Darjeeling-Himalayan . . . . .	238	51	10,553	207	51	10,764	211	5,94,846	5,99,966	5,120	...	...	
<b>TOTAL</b>	155	411	72,594	177	414	66,485	161	30,65,534	32,51,384	1,85,850	...	...	
<b>Lines owned by native states and worked by other agencies.</b>													
<i>Standard gauge—</i>													
The Nizam's guaranteed state . . . . .	158	333	66,218	199	333	71,976	216	25,53,578	30,11,870	4,58,292	...	...	
The Gaekwar's Petlad . . . . .	92	13	1,326	102	13	1,360	105	58,277	64,660	6,383	...	...	
Rájpura-Bhátinda . . . . .	129	108	19,999	185	108	56,647	525	6,91,147	14,69,539	7,78,412	...	...	
Kolar Gold-fields . . . . .	...	...	...	...	10	1,729	173	...	(k) 96,485	96,485	...	...	
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (l) . . . . .	95	362	30,234	84	362	36,226	100	16,28,007	15,79,408	...	48,599	...	
The Gaekwar's Mehsána . . . . .	75	93	9,679	104	93	6,870	74	3,34,633	3,20,322	...	7,711	...	
Kolhapur . . . . .	77	29	2,460	85	29	2,529	87	1,07,586	1,14,573	6,987	...	...	
<i>Special gauges—</i>													
The Gaekwar's Dabhoi . . . . .	67	72	6,572	91	72	4,150	58	2,35,584	2,04,240	...	31,344	...	
Cooch Behar . . . . .	20	22	675	31	22	1,180	54	(m) 9,933	45,750	35,817	...	...	
<b>TOTAL</b>	114	1,032	1,37,169	133	1,042	1,82,667	175	56,18,145	69,12,867	12,94,722	...	...	
<b>Lines owned and worked by native states.</b>													
<i>Metre gauge—</i>													
Bhánagar-Gondal-Junágarh-Porbandar . . . . .	118	334	52,251	156	334	37,777	113	19,01,969	16,64,615	...	2,37,354	...	
Jetalsar-Rájkot . . . . .	60	46	3,944	86	46	3,598	78	(n) 1,32,662	1,51,097	18,435	...	...	
Jodhpore-Bickaneer . . . . .	54	364	30,140	83	364	21,440	59	9,28,723	10,09,999	81,276	...	...	
<i>Special gauge—</i>													
Morvi . . . . .	67	94	6,691	71	94	6,657	71	3,11,089	2,99,036	...	12,053	...	
<b>TOTAL</b>	81	838	93,026	111	838	69,472	83	32,74,443	31,24,747	...	1,49,696	...	
<b>GRAND TOTAL.</b>	256	18,473	53,72,620	291	18,843	53,61,534	285	22,81,55,894	23,72,58,689	91,03,025	...	...	

- (a) Includes the Bhopal-Itarsi railway.  
(b) Includes the Godhra-Rutlam railway.  
(c) Total earnings from 8th November 1893 to 10th March 1894.  
(d) Total earnings from 2nd April 1894 to 9th March 1895.  
(e) Includes the Guntakal-Mysore frontier section.  
(f) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.  
(g) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

- (h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.  
(i) Includes the earnings of the Bezwa-Godávari section.  
(j) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.  
(k) Total earnings from 1st June 1894 to 9th March 1895.  
(l) Includes the Mysore-Nanjaugúd and the Yesvantpur-Mysore frontier sections.  
(m) Total earnings from 15th September 1893 to 10th March 1894.  
(n) Total earnings from 12th April 1893 to 10th March 1894.

H. P. BURT,  
Offg. Under Secretary.

CALCUTTA, the 22nd March, 1895.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.  
GEOLOGY and MINERALS.

REMARKS ON THE ANNUAL REPORT OF THE GEOLOGICAL SURVEY OF INDIA AND  
GEOLOGICAL MUSEUM FOR 1894.

*Extract from the Proceedings of the Government of India, Department of Revenue and  
Agriculture, No.  $\frac{5}{85}$  (Geology and Minerals), dated Calcutta, the 19th March 1895.*

READ—

Letter No. 193, dated the 26th February 1893, from the Director, Geological Survey of India, submitting the annual report of the Geological Survey of India and Geological Museum, Calcutta, for the year 1894.

RESOLUTION.

1. The work upon which the officers of the Department were engaged during the year under review is shown in the following table :—

Name of officer.	Locality where employed.	Character of work.	Whether main object scientific or practical.
Dr. King . . .	Calcutta . . .	Administrative.	
" . . .	Madras . . .	To arrange for the mineral survey of Madras.	Practical.
" . . .	Mysore . . .	To inspect gold mines . . .	Ditto.
Mr. Griesbach . . .	Baluchistan . . .	Geological survey . . .	Scientific.
" . . .	Calcutta . . .	Administrative.	
Mr. Oldham . . .	Rewah . . .	Geological survey . . .	Scientific.
Dr. Noetling . . .	Warora . . .	Investigation into causes of accidents at the collieries.	Practical.
" . . .	Yenangyaung . . .	Inspection of oil region . . .	Scientific.
" . . .	Calcutta . . .	Description of the older palæozoic strata of the Salt Range and of the cretaceous and jurassic fossils obtained from Baluchistan.	Ditto.
Mr. La Touche . . .	Sukkur . . .	Oil-boring . . .	Practical.
Mr. Bose . . .	Rewah . . .	Geological survey . . .	Scientific.
" . . .	Chhattisgarh, Central Provinces.	Ditto . . .	Ditto.
Mr. Middlemiss . . .	Salem . . .	Investigation of the mineral resources and petrology of Salem with special reference to the occurrence of corundum.	Practical.
Dr. Warth . . .	Pondicherry . . .	Study of the cretaceous rocks of Pondicherry.	Scientific.
Mr. Holland . . .	Himalayas . . .	Examination of the Gohna Lake . . .	Practical.
" . . .	Calcutta . . .	In Charge of Museum and Lecturer to Geological students at the Presidency College.	Scientific and educational.
Mr. Datta . . .	Narsinghpur, Chindwara and Ehandara Districts, Central Provinces.	Geological survey . . .	Scientific.
" . . .	Rewah . . .	Ditto . . .	Ditto.
Mr. Smith . . .	Baluchistan . . .	Ditto . . .	Ditto.
" . . .	Ditto . . .	Coal exploration . . .	Practical.

The work of the Department may be divided into two branches—the scientific and the practical—and though a clear distinction cannot in all cases be drawn, the following indicates roughly the character of the results achieved during the year.

2. The most extensive of the scientific investigations of the year were those carried on in Baluchistan, the Central Provinces and Rewah. In Baluchistan Mr. Griesbach continued the work which he had begun during the previous field season, with the result that a geological survey of about 3,400 square miles of the country has been completed; and Mr. Smith, who was also employed in this Province, succeeded in geologically mapping some 2,000 square miles in the direction of the Marri hills. In Rewah, where the geological survey was continued by Mr. Bose, and is now being conducted by Mr. Oldham and Mr. Datta, a considerable area has been surveyed. In the Central Provinces the beginning of the year was utilised in the examination by Mr. Datta of a portion of the Nagpur, Chindwara and Bhandara districts, while later on in the year the surveys commenced by Dr. King in Chhattisgarh were taken up and continued by Mr. Bose. At head-quarters Mr. Holland was again employed in the museum, and the Government of India are glad to find that in spite of interruptions considerable progress has been made in this section of the Department. The literary work of the Department has at the same time been adequately advanced: the geology of the Salt Range having been further examined in the Records by Dr. Noetling, and several publications of a valuable character being almost ready for issue.

3. Practical work was carried on by officers of the Department in four widely separated parts of the country. At Yenangyaung in Burma the oil-bearing strata have been carefully examined by Dr. Noetling, who has in hand a report on the subject. At Sukkur, in Sindh, the borings for oil have been steadily continued under the superintendence of Mr. LaTouche, and though there has so far been no discovery of oil, there are indications which show that oil may be found at a depth lower than that already reached. In the Salem district of Madras Mr. Middlemiss was employed on a detailed investigation of the mineral resources of that district with special reference to the occurrence of corundum, and his observations in regard to the latter are said to show that corundum is not an original constituent of the rocks in which it occurs, but is the result of a mineral change of the matrix rock. Lastly, Mr. Holland studied the features of the remarkable landslip which occurred at Gohna in the Kumaun hills, and the results of the overflow of the lake have fulfilled very closely the anticipations expressed by him.

Work of an economic character has also been accomplished by officers engaged on scientific enquiries. Reports have, for instance, been received on certain economic features in Rewah from Messrs. Datta and Bose; the Quetta coal tract has been examined by Mr. Smith, and the Warora collieries have been inspected by Dr. Noetling.

The first step was taken in pursuance of the policy laid down in Resolution, No. 3—74, dated 8th March 1893, by the appointment in November 1894 of a specialist, Mr. Anderson, who has since been posted to Chota Nagpur for the examination of the supposed metalliferous belt of rocks in that region. Moreover steps have been taken during the year with a view to the preparation of working-plans for the development of the mineral resources of India.

Circular No. 7, dated the 7th July 1894.



Finally, a new feature of considerable importance in the economic development of the country may be noticed in the enquiries prosecuted during the year by Mr. Grundy, the Inspector of Mines, who, though not a member of the Geological Survey Department, is placed under the orders of the Director of that Department. His first report was received in July of last year and has been separately dealt with.

4. The Directorship of the Department was taken over in July last by Mr. C. L. Griesbach, C.I.E., from Dr. William King, who has retired after a service of 37 years, of which seven were spent in the post of Director. In Dr. King the Government has lost a valuable and experienced servant, and the recent development of the economic side of the geological investigations undertaken by Government in this country has been largely due to his appreciation of the objects which the Government have had in view and to his hearty co-operation in carrying out those objects in practice.

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ORDER.—Ordered that a copy of the foregoing Resolution be forwarded to the Director, Geological Survey of India, and to Local Governments and Administrations, and that it be published in the Supplement to the *Gazette of India*.

(True Extract.)

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

RESULTS OF THE WORKING OF CONTINUOUS AUTOMATIC BRAKES IN USE ON  
RAILWAYS IN INDIA DURING THE SIX MONTHS ENDED THE 30th JUNE 1894.

No. 55 R. Stat., dated Simla, the 6th March 1895.

ORDER—By the Government of India, Public Works Department.

Read again—

Public Works Department letter No. 62 R. Stat., dated the 19th October 1891.

Public Works Department letter No. 354 R. Stat., dated the 4th September 1894.

Public Works Department order No. 371 R. Stat., dated the 26th September 1894.

Read also—

Endorsement No. 044 Stat., dated the 18th February 1895, from the Director General of Railways, forwarding tables Nos I and II showing the railways on which continuous automatic brakes were in use, the number and proportion of rolling-stock fitted with the brakes, the progress made in fitting stock since the previous half-year, and the results of working the brakes during the six months ended the 30th June 1894.

ORDER.—Ordered, that tables Nos. I and II be forwarded, for information,

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.  
The Chief Commissioners of the Central Provinces, Burma and Assam.  
The Resident at Hyderabad.  
The Resident in Mysore.  
The Agents to the Governor General for Central India, Rajputana and Baluchistan.  
The Director General of Railways.  
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Further, that this order with the tables be published in the Supplement to the *Gazette of India*.

H. P. BURT,  
*Offg. Under Secretary.*

*Documents accompanying.*

Tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number and proportion of rolling-stock fitted with the brakes, the progress made in fitting stock since the previous half-year, and the results of working the brakes during the six months ended the 30th June 1894.



Table No. I.

Statement showing, for the half-year ended the 30th June 1894, the railways on which continuous automatic brakes were in use, the mileage run by trains fitted with the brakes, the number and proportion of rolling-stock fitted, and the progress made in fitting stock since the previous half-year.

RAILWAYS (INCLUDING BRANCH LINES WORKED).	Period.	LOCO-MOTIVES.		VEHICLES.			Number of miles run by trains fitted.	Total number of instances in which the brakes failed to act or caused delay in the working of trains.	PROPORTION PER CENT.		Number of failures as compared with mileage run by trains fitted.
		Fitted.	Net fitted.	Braked.	Piped.	Not fitted.			Of vehicles piped or fitted on total.	Of mileage run by trains fitted on total train mileage.	
I	2	3	4	5	6	7	8	9	10	11	12
STANDARD GAUGE.											
State lines worked by companies.											
East Indian . . . . .	2nd-half, 1893 . . . . .	42	534	188	141	10,186	271,764	12	3'13	5'52	1 in 22,647
	1st-half, 1894 . . . . .	62	518	208	149	10,167	529,243	7	3'39	9'43	1 in 75,606
Indian Midland . . . . .	2nd-half, 1893 . . . . .			Returns	not received.						
	1st-half, 1894 . . . . .	7	105	10	...	2,575	...	...	0'39	...	...
State lines worked by the State.											
North Western (state) . . . . .	2nd-half, 1893 . . . . .	(a) 289	(b) 297	(c) 1,394	107	(d) 10,646	652,130	44	12'36	15'08	1 in 14,821
	1st-half, 1894 . . . . .	(a) 317	(b) 271	(c) 1,415	134	(d) 10,599	1,036,830	9	12'75	21'16	1 in 115,203
Oudh and Rohilkhand (state) . . . . .	2nd-half, 1893 . . . . .	15	142	111	12	4,842	200,928	1	2'48	16'62	1 in 200,928
	1st-half, 1894 . . . . .	15	142	111	13	4,841	210,732	8	2'50	14'12	1 in 26,341
Eastern Bengal (state) . . . . .	2nd-half, 1893 . . . . .	15	82	104	13	2,457	209,160	...	4'55	20'42	...
	1st-half, 1894 . . . . .	15	82	104	31	2,445	245,714	1	5'23	27'36	1 in 245,714
Lines worked by guaranteed companies.											
Great Indian Peninsula . . . . .	2nd-half, 1893 . . . . .	86	519	260	105	9,270	399,632	6	3'79	9'36	1 in 66,605
	1st-half, 1894 . . . . .	95	510	260	130	9,245	531,690	9	4'05	10'07	1 in 59,077
Bombay, Baroda and Central India . . . . .	2nd-half, 1893 . . . . .	57	77	167	55	3,940	57,178	2	5'33	5'41	1 in 28,589
	1st-half, 1894 . . . . .	67	75	384	55	3,656	314,186	12	10'72	23'26	1 in 26,182
METRE GAUGE.											
State line worked by company.											
South Indian . . . . .	2nd-half, 1893 . . . . .	20	184	22	8	4,167	(d)	...	0'71	...	...
	1st-half, 1894 . . . . .	20	184	26	31	4,157	(d)	...	1'35	...	...
State line worked by the State.											
Eastern Bengal (state) — Northern and Behar sections . . . . .	2nd-half, 1893 . . . . .			Returns	not received.						
	1st-half, 1894 . . . . .	4	68	45	4	2,133	...	...	2'24	...	...

(a) Excludes 4 locomotives made over to the Mushkaf Bolán railway.

(b) Excludes stock belonging to the late salt branch and the Ferozepore tramway.

(c) Excludes 47 vehicles made over to the Mushkaf-Bolán railway.

(d) Brakes not yet brought into use.

Table No. II.

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
RAILWAY.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE. State lines worked by company. East Indian . . . . .	Vacuum Auto-matic.	30th January 1894	(iii) Failure of material.—No. 2 down chord mail detained four minutes between Sháh-dara and Gháziabad in releasing brakes. The engine is said to have struck some obstruction on the road, causing the breakage of ball of drip valve.	529,243.
		31st January 1894	(iii) Neglect of servants.—No. 1 up mail lost five minutes at Hooghly and 10 minutes between Ondál and Raneegunge in consequence of insufficient vacuum, owing to the disc of the driver's handle, which had not been properly fitted, drawing air.	
		3rd February 1894	(iii) Neglect of servants.—No. 1 up chord mail detained four minutes at Asansol and 11 minutes between Asansol and Sítárampur in raising vacuum. The brake apparatus on engine was defective and vacuum had to be disconnected at Sítárampur.	
		25th March 1894 .	(iii) Failure of material.—No. 9 up loop mail came to a stand at mile 189½ owing to vacuum having been destroyed in consequence of the front vacuum hose pipe breaking through the engine having run over a cow.	
		2nd April 1894 .	(iii) Neglect of servants.—No. 1 up chord mail lost 90 minutes between Howrah and Asansol in consequence of leakage of engine train pipes and ejector disc.	
		18th May 1894 .	(iii) Neglect of servants.—No. 9 up loop mail worked from Rampore Haut to Jamálpur without vacuum brake, owing to the vacuum having failed in consequence of the disc drawing air.	
		30th May 1894 .	(iii) Failure of machinery.—Vacuum on No. 1 up chord mail failed at Serámpore owing to the little ejector having got out of order. The train was detained 10 minutes at Hooghly in disconnecting.	
State lines worked by the State. North Western (state) .	Vacuum Auto-matic.	20th January 1894	(iii) Failure of material.—Piston on No. 61 up goods drawing air badly and the vacuum big ejector stuffing box cracked at Lála Músa. No detention.	See page 2.
		21st January 1894	(iii) Neglect of servants.—No. 6 down mail delayed 4 minutes at Ludhiána in creating vacuum, owing to the porter having failed to replace the vacuum hose pipe on the stopper after detaching pipes.	
		25th January 1894	(iii) Failure of material.—No. 66 down goods detained 3 hours at Ráwalpindi owing to the piston rubber rolling ring on engine No. 252 having broken. Another engine was in consequence lit up to work the train.	
		17th March 1894 .	(iii) Failure of material.—The fork end of brake shaft on engine No. 263 of a down empty ballast train broken in the Ráwalpindi yard. No detention.	
		21st March 1894 .	(iii) Failure of material.—The brake shaft on engine No. 264 on a down special goods train broken between Ráwalpindi and Golra. No detention.	



Table No. II—*contd.*

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
RAILWAY.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE— <i>contd.</i> State lines worked by the State— <i>contd.</i>				
North Western (state)	Vacuum Automatic.	27th March 1894	(iii) Neglect of servants.—No. 19 up mixed detained 50 minutes at Hamira, owing to brake gearing on one end of bogie carriage No. 1631 having been taken up too tightly.	1,036,830.
		20th May 1894	(iii) Neglect of servants.—No. 27 up mail detained 15 minutes at Jacobabad. The driver could not move the train owing to want of sufficient steam to blow up the vacuum and release the brakes.	
		27th May 1894	(iii) Neglect of servants.—No. 19 up mixed detained 3 minutes at Meerut cantonment, owing to brake gearing on one end of composite bogie No. 287 having been taken up too tightly.	
		28th May 1894	(iii) Neglect of servants.—Brake gearing on No. 4 down mail taken up too tightly at Umballa. No detention.	
Oudh and Rohilkhand (state).	Vacuum Automatic.	3rd January 1894	(iii) Failure of material.—No. 2 down mail, Lucknow to Fyzabad, detained 34 minutes near Málipur up distant signal, owing to the rubber pipe leading to the vacuum chamber having given way in consequence of one of the left driving spring hangers having fallen on it.	210,732.
		6th February 1894	(iii) Failure of material.—No. 2 down mail, Lucknow to Moghal Sarai, detained 4 minutes at Lucknow in consequence of leakage of universal coupling.	
		14th March 1894	(iii) Failure of material.—No. 2 down mail, Chandausi to Sháhjahánpur, detained 7 minutes between Aonla and Basháratganj, owing to small pipe leading from train pipe to bottom of engine cylinder having broken by coming in contact with some obstruction.	
		11th April 1894	(iii) Failure of material.—No. 1 up mail, Sháhjahánpur to Chandausi, detained 9 minutes between Aonla and mile 37.8, owing to the universal pipe and dummy bracket having broken in consequence of the engine coming in contact with a cow on the line.	
		5th May 1894	(i.) Failure of material.—No. 1 up mail, Moghal Sarai to Lucknow, detained 5 minutes near Lucknow distant signal, owing to the vacuum pipe on the buffer beam having broken in consequence of the engine striking a buffalo.	
		10th May 1894	(iii) Failure of material.—No. 1 up mail, Sháhjahánpur to Chandausi, detained 5 minutes at Sháhjahánpur. The universal pipe coupling on engine No. 131 D was found defective.	
		20th May 1894	(iii) Inexperience of servants.—No. 1 up mail, Moghal Sarai to Lucknow, detained 3 minutes at Jalálganj, owing to a brakeman having applied the brake through ignorance.	

Table No. II—contd.

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
RAILWAY.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE—contd.				
State lines worked by the State—concl'd.				
Oudh and Rohilkhand (state).	Vacuum Auto-matic.	30th May 1894	(iii) Neglect of servants.—No. 1 up mail, Sháh-jahánpur to Chandausi, detained 10 minutes at Bareilly, owing to universal coupling of train not having been properly secured.	245,714.
Eastern Bengal (state)	Vacuum Auto-matic.	19th January 1894	(iii) No. 18 down train detained 4 minutes at Tittaghur owing to the brake blocks not having released in consequence of the rubber rolling ring of the engine working the train having broken.	
Lines worked by guaranteed companies.				
Great Indian Peninsula	Vacuum Auto-matic.	22nd January 1894	(iii) Failure of machinery.—The jaw of brake-shaft of brakevan No. 1364 on 130 up mail not having been central with the piston rod, caused the piston rod to jam on journey between Raíchúr and Sholápur. The train was leaked off and worked non-automatic from Raíchúr cantonment to Bombay.	531,690.
		29th January 1894	(iii) Neglect of servants.—The driver states that the brake of 2nd class carriage No. 476 on 158 up at Shelárvádi could not be released. Ten minutes lost at the station in disconnecting the brake gear of this vehicle. (On examining the cylinder no defect could be traced.)	
		20th February 1894	(iii) Failure of material.—The vacuum steam pipe nut of engine No. 25 on 153 down train broke in halves and pipe became disconnected on journey. The train had to be leaked off and worked with hand-brakes only from Byculla to Karjat.	
		27th February 1894	(iii) Failure of material.—Small flexible pipe leading to cylinder of brakevan No. 1040 on 29 down train discovered broken at Victoria terminus at the time of starting. The train was detained 4 minutes to plug up the broken pipe.	
		9th May 1894	(iii) Neglect of servants.—One horn of universal coupling of postal van No. 1391 (returned in a defective condition by the Madras railway) on 130 up mail found broken. Brake pipe could not be coupled up and the train was worked non-automatic from Raíchur to Bombay.	
		22nd May 1894	(iii) Failure of machinery.—Brake blocks of Madras railway 1st class carriage No. 15 on 130 up mail could not be released from wheels at Neral station. The train was delayed 10 minutes in uncoupling the piston of this carriage.	
		25th May 1894	(iii) Failure of machinery.—Tender brake of engine No. 500 on 115 down train could not be released, the pistons having jammed, 10 minutes' delay at Victoria terminus in leaking off the train which was worked non-automatic to Kalyán and back.	
		30th May 1894	(iii) Failure of material.—On 149 down train a defective washer on clayton coupling of brakevan No. 465 was discovered. Seven minutes' delay in starting from Victoria terminus in order to replace the defective washer.	
		8th June 1894	(iii) Failure of machinery.—Push rod of brakevan No. 1349 on 130 up mail broke at mileage 23½. Ten minutes lost in uncoupling the push rod.	



Table No. II—contd.

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
RAILWAY.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE—contd. Lines worked by guaranteed companies—contd. Bombay, Baroda and Central India.	Vacuum Auto-matic.	16th February 1894	(iii) Failure of machinery.—On No. 1 down mail the automatic brake failed to release brake blocks, owing to valve having been slightly cut through a piece of grit getting on the face of the disc valve. Delay 25 minutes between Amroli and Sáyan.	See page 5.
		17th February 1894	(iii) Neglect of servants.—Two nuts on the train pipe on No. 2 up mail being slack caused leakage, and the small ejector being out of order, sufficient vacuum could not be obtained. Five minutes lost between Daman and Bombay in using the hand brake.	
		24th February 1894	(iii) Neglect of servants.—On No. 2 up mail the vacuum ejector on engine failed, as it was not properly put in order. Delay 17 minutes at Surat.	
		7th March 1894	(iii) Failure of machinery.—Ejectors on No. 1 down mail could not maintain the necessary vacuum to keep the brake off through leakage on train pipes, engine and tender. Automatic brake was disconnected and the train worked with hand-brake from Colába. No delay.	
		15th March 1894	(iii) Failure of machinery.—Sufficient vacuum could not be obtained on 48 up ordinary (local) as the ejector failed through leakage. The train was worked with hand-brake from Máhim to Colába. No delay.	
		17th March 1894	(iii) Failure of machinery.—Some dirt was found in ejector on No. 5 down ordinary, which could not, therefore, maintain more than 12" of vacuum. Delay 10 minutes at Dáhánu and 5 minutes between Dáhánu and Gholvad.	
		25th March 1894	(iii) Failure of machinery.—On No. 1 down mail the vacuum connection pipes between rear brakevan and the vehicle next to it leaked, owing to a piece of string having come between the pipe washers while coupling. Delay 4 minutes at Anand in putting the defect right.	
		30th March 1894	(iii) Failure of machinery.—Blocks of the rear brakevan on No. 1 down mail failed to come off. The train was detained 40 minutes at Ahmedabad in getting the brakevan changed.	
		1st April 1894	(iii) Failure of machinery.—Small ejector on No. 1 down mail failed from some dirt getting in. The train was worked with hand-brake from Pálghar to Surat. No delay.	

Table No. II—*concl'd.*

Statement showing, for the six months ending 30th June 1894, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—*concl'd.*

1	2	3	4	5
RAILWAY.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE— <i>concl'd.</i> Lines worked by guaranteed companies— <i>concl'd.</i> Bombay, Baroda and Central India— <i>concl'd.</i>	Vacuum Automatic.	15th April 1894  17th April 1894  3rd May 1894	(iii) Failure of machinery.—On No. 2 up mail brakes on front brakevan and two carriages could not act freely owing to piston sticking in the cylinder. Delay 10 minutes at Navsári.  (iii) Neglect of servants.—No. 2 up mail could not maintain 15" of vacuum owing to dirt in the drift pipe and to the valve and ejector having been dirty. Delay 10 minutes at Bulsár.  (iii) Failure of machinery.—Brake blocks on No. 83 down ordinary local jammed on the road. Six minutes' delay at Church gate to find out the cause.	314,186.





SUPPLEMENT TO  
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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
**HOME DEPARTMENT.**

**COMPULSORY SEGREGATION IN ASYLUMS OF LEPERS FOUND VAGRANT IN MUNICIPALITIES AND PROHIBITION OF THE CARRYING ON OF CERTAIN TRADES OR CALLINGS BY LEPERS IN MUNICIPALITIES.**

No.  $\frac{2}{138-149}$  Medical.

*Extract from the Proceedings of the Government of India, in the Home Department (Medical),—under date Calcutta, the 23rd March 1895.*

**READ—**

Home Department Resolution No.  $\frac{8}{624-633}$  Medical, dated the 26th September 1888.

Home Department Resolution No.  $\frac{5}{361-361\frac{1}{2}}$  Medical, dated the 15th June 1889, and the draft Bill to provide for the isolation of lepers and the amelioration of their condition published with it.

The replies of Local Governments and Administrations to the above Resolution.

The Report (1893) of the Leprosy Commission in India appointed at the instance of the National Leprosy Fund in 1890.

The Memorandum on that Report, as prepared by a Special Committee appointed for the purpose by the National Leprosy Fund, and endorsed or annotated by members of the Executive Committee of the Fund.

Home Department Circular letter No.  $\frac{11}{561-570}$  Medical, dated the 15th September 1893, forwarding, for the opinion of Local Governments and Administrations, the above-mentioned Report and Memorandum, together with a Memorandum by the Surgeon-General with the Government of India.

The replies of Local Governments and Administrations to that Circular letter.

Home Department letter No. 48 Medical, dated the 7th February 1895, to the Government of Bengal, conveying the approval of the Governor General in Council to the introduction in the local Legislative Council of a draft Bill to provide for the segregation of pauper lepers and the regulation of the exercise by lepers of certain trades or callings.

### RESOLUTION.

THE question whether it would not be possible for the State to take a more direct part in the prevention or treatment of leprosy in India has been for some years under the consideration of the Government of India. In the Resolution, dated the 26th September 1888, the Governor General in Council observed that so far as had been ascertained at the census of 1881 there were 131,618 lepers in British India, that these figures did not in all probability afford a true measure of the disease, and that about 1 per cent. only of the lepers actually known to exist came under organised relief in Institutions maintained by charity or assisted by Government. It was stated that the great majority of lepers preferred to be the objects of local charity and appeared to disapprove of the small amount of restraint to which they were liable in institutions maintained for their treatment. The Governor General in Council was of opinion that the absolute segregation of the sexes and the confinement for life of all affected by leprosy, which His Excellency in Council was then assured was the only effectual measure for stamping out the disease, would not only be repugnant to public opinion but would be impracticable in India. After a careful consideration of the subject the Governor General in Council came to the conclusion that, for the time at all events, the State could not attempt more than the encouragement of the grant of medical and charitable relief to lepers in voluntary hospitals and Leper Asylums. His Excellency in Council expressed the opinion that in such institutions the necessity of strictly segregating the sexes should invariably be kept in view and desired that this condition should be enforced in the case of every institution for the relief of lepers receiving aid from public funds, and that every effort should be made to induce the supporters of institutions of the kind maintained by voluntary contributions to adopt a similar rule.

2. Subsequently, upon a further examination of the question, the Governor General in Council considered that some additional measures might be taken with the object of promoting the establishment of asylums or retreats for lepers and giving legislative sanction to the retention of lepers in such retreats. His Excellency in Council accordingly directed the preparation of a Bill providing for the detention of lepers at their own request in accordance with the voluntary system adopted in regard to Habitual Drunkards by the Statute 42 and 43 Vict., Cap. 19, and authorising Magistrates to arrest and commit to retreats persons proved to be lepers who might be found asking for alms or wandering about without any employment or visible means of subsistence. The Bill contained a provision requiring the segregation of the sexes at retreats and protecting a leper from being sent against his will to a retreat where attendance at any religious observance or at any instruction in religious subjects was obligatory upon the inmates. In inviting the views of the local authorities upon the provisions of the Bill on the 15th June 1889, the Government of India requested the Local Governments and Administrations to state whether, in the opinion of persons qualified to judge, leprosy was on the increase or not.

3. The replies showed that very great uncertainty existed as to the cause and character of the disease of leprosy, and the opinions of those consulted differed very much upon these points. The opinion was expressed by many of the highest medical authorities consulted that the disease is not contagious except by inoculation, and that the part played by inoculation in determining its spread is very small. It then became a matter for the consideration of the Government of India whether it would not be desirable to introduce the Bill in an amended form, on the one hand limiting its application to persons suffering from the disease in an advanced and specially dangerous stage, and on the other hand extending the power of arrest and compulsory detention so as to cover all such dangerous lepers who might after warning persist in coming out and mixing with the public. The conclusion at which the Government of India then arrived was



that there was no safe basis even for an enactment of this restricted description. At the time the English National Leprosy Fund, formed under the presidency of His Royal Highness the Prince of Wales for the purpose of perpetuating the memory of Father Damien who died of leprosy contracted during his work among the lepers of Hawaii, contemplated the appointment of a Leprosy Commission to visit India, and the Government of India, after communicating their views to Her Majesty's Secretary of State for India, decided to await the recommendations of the Commission.

4. The Commission, which consisted of five gentlemen of the medical profession, three \* selected in England by the National Leprosy Fund in conjunction with the Councils of the Royal College of Physicians and the Royal College of Surgeons, London, and two †—officers of the Indian

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† Surgeon-Major A. Barclay, M.B.

Surgeon-Major S. J. Thomson, D.P.H.

Medical Service—deputed by the Government of India, commenced its investigations in the winter of 1890-91. The Commissioners unanimously reported their opinion that :—(1) leprosy is a disease *sui generis*; it is not a form of syphilis or tuberculosis, but has striking ætiological analogies with the latter; (2) leprosy is not diffused by hereditary transmission, and for this reason, as well as because of the large extent of sterility among lepers, the disease has a natural tendency to die out; (3) though in a scientific classification of diseases leprosy must be regarded as contagious and also inoculable, yet the extent to which it is propagated by these means is exceedingly small; (4) leprosy is not directly originated by the use of any particular article of food, nor by any climatic or telluric conditions, nor by insanitary surroundings; neither does it peculiarly affect any race or caste; (5) leprosy is indirectly influenced by insanitary surroundings, such as poverty, bad food, or deficient drainage or ventilation, for these by causing a predisposition increase the susceptibility of the individual to the disease; and (6) leprosy in the great majority of cases originates *de novo*, that is, from a sequence or concurrence of causes and conditions, dealt with in the report, which are related to each other in ways at present imperfectly known.

5. The Commissioners observed that “the presence of a leper in a healthy community is a source of danger no greater than the presence of an individual suffering from tuberculosis. Both diseases are contagious in an equal and minimal degree. The amount of ulceration which exists in both diseases is to some extent a measure of the danger of contagion.” They held that their conclusions as to the nature of the disease did not justify any recommendation for absolute segregation, and for the same reasons they found it impossible to advise compulsory partial isolation. They advocated the adoption of a voluntary isolation as extensive as local circumstances would allow, and suggested that, if marriages among lepers were permitted, this plan might be more easily carried out. They stated that they would in no case suggest an Imperial Act, especially directed against lepers as such, for the reason that they considered lepers to be far less dangerous to a community than insane or syphilitic people.

6. The Commissioners made the following recommendations for the regulation of leprosy and lepers in India, which they considered could be effected by means of Municipal bye-laws :—(a) that the sale of articles of food and drink by lepers should be prohibited and that they should be prevented from practising prostitution, and from following such occupations, as those of barber and washerman, which concern the food, drink, and clothing of the people generally, quite apart from the dread of a possible infection; (b) that the best policy in dealing with the concentration of lepers in towns and cities is to discourage it, and that to this end the Municipal authorities should be empowered to pass bye-laws preventing vagrants suffering from leprosy from begging in or frequenting places of public resort or using public conveyances; (c) that asylums should be built near towns where they do not already exist, and that the authorities should have the power of ordering lepers infringing the Municipal regulations either to return to their homes or to enter an asylum; and (d) that competent medical authority should always be consulted before action is taken under such bye-laws.

# 7. The report of the Commission was considered by a Special Committee

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then Under-Secretary of State for India  
(Chairman).

Edward Clifford, Esq.

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‡ Jonathan Hutchinson, Esq., LL.D., F.R.S.  
N. C. Macnamara, Esq., F.R.C.S.

§ Baron Ferdinand de Rothschild, M.P.  
(Chairman).

The Bishop of London.

The late Sir Andrew Clark, Bart., F.R.S., *President, Royal College of Physicians.*

Sir James Paget, Bart., F.R.S.

Sir Joseph Fayrer, K.C.S.I., M.D.

Sir W. Guyer Hunter, K.C.M.G., M.D., M.P.

Sir Algernon Borthwick, Bart., M.P. (*Honorary Treasurer*).

Sir Edward Lawson, Bart. (*Honorary Treasurer*).

Sir Somers Vine, F.R.G.S. F.S.S. (*Honorary Secretary*).

consisting of two members \* nominated by the Executive Committee of the National Leprosy Fund, two members † nominated by the Royal College of Physicians, and two members ‡ nominated by the Royal College of Surgeons. It was also considered at the same time by the members § of the Executive Committee of the National Leprosy Fund. As the result of this consideration a memorandum was prepared by the members of these two Committees accepting the conclusions of the Commissioners except:—(3) that the extent to which leprosy is propagated by contagion and inoculation is exceedingly small; and (6) that leprosy in the majority of cases originates *de novo*, that is, from a sequence or concurrence of causes and

conditions, dealt with in the report, and which are related to each other in ways, at present imperfectly known. These Committees declared themselves unable to accept the view that segregation in any case of leprosy in India is either impracticable or undesirable, and stated that they would be sorry if the Government of India were encouraged by the report of the Commissioners to refrain from taking the necessary steps in the direction of such segregation of lepers as might be found possible. They stated that their opinions on segregation were in accord with those of Dr. Vandyke Carter, *viz.*, that it should be effected—

- (i) by erecting plain asylums at certain centres, each of which would be a refuge common to several districts, and a place of detention, under due management and supervision;
- (ii) by founding Leper Colonies, or village communities, mainly of the affected, who, while allowed more liberty of movement, should yet be prevented from mingling with the peasantry around;
- (iii) by requiring the strict isolation in suitable separate lodgment of leprosy subjects retained in their homes at express wish of friends; and
- (iv) by giving legislative authority to take up the vagrant sick, to remove the sorely diseased who are insufficiently guarded at home, and at times to enforce continued isolation of the infected until medical sanction of liberty be granted.

While reserving these opinions the Committees gave a general approval to the recommendations of the Commissioners enumerated above in paragraph 6, though they did not concur in the opinion that Municipalities would be necessarily or universally the best means of effecting the object of providing for the regulation of lepers and leprosy in India. They wished to go much further than the Commissioners in controlling the action of lepers, and urged that the Government of India should take the necessary steps in the direction of such segregation of lepers as might be found possible. The late Sir Andrew Clark, Sir W. Guyer Hunter, Sir James Paget, Sir Joseph Fayrer and Dr. Jonathan Hutchinson dissented from the opinion expressed in the body of the report of the Special Committee on the subject of the contagion of leprosy, believing that the evidence of the spread of leprosy by contagion is not sufficient to justify the compulsory segregation of lepers, and that there is no adequate reason for prohibiting the marriage of the leprosy. Sir Dyce Duckworth also expressed a somewhat similar opinion.

The Surgeon General with the Government of India has also stated his concurrence with the finding of the Commissioners upon the issue whether leprosy is contagious or not, and this view has found favour generally among the authorities in this country. The Governor General in Council, while regard-



ing with every respect the opinion of the eminent gentlemen upon the Special Committee and the Executive Committee of the National Leprosy Fund who dissented from the finding of the Leprosy Commissioners regarding the contagious character of the disease, is constrained to accept the conclusion of the Commissioners upon this matter, fortified as it is by the views of the distinguished medical authorities just cited, and by the general opinion of those in India who are qualified to pass judgment on it. His Excellency in Council accordingly feels assured that the extent to which the disease is propagated in India by contagion is small, and, holding this opinion, is unable to approve of the compulsory segregation, either absolute or partial, of lepers except under the special circumstances which are detailed *infra* in paragraph 10.

8. The Local Governments and Administrations were requested to offer their opinions for giving practical effect to the recommendations of the Commissioners. There is complete unanimity of opinion in favour of the first recommendation that lepers should be prohibited from engaging in certain trades. This recommendation cannot indeed be directly justified on the conclusion of the Commissioners regarding the question of the contagiousness of leprosy, but it appears to the Government of India that, as the Lieutenant-Governor of the Punjab observes, "it is amply justified on the grounds that there is a certain danger in allowing lepers with running sores to engage in those trades, and the people of this country, and indeed, it may be said, of any other country, would be struck with dismay if they discovered that the articles they used or consumed had been handled by such lepers." There is, in fact, the Government of India are advised, danger of septic poisoning from any such running sore or ulcer.

The question arises whether the prohibition in respect of the trades in question should be confined to Municipalities or made of general application. The majority of the Local Governments and Administrations would, for the present at least, proscribe lepers from engaging in trades only in Municipal areas, upon the broad grounds that the enforcement of the prohibition would be impracticable in agricultural villages, and that the members of village communities, who are fully cognizant of the most trifling details connected with the every day life of their fellow residents in a village, are well able to protect themselves. The object is to protect the public from dealing unwittingly with leper tradesmen, and the Governor General in Council thinks that this can be adequately secured if the prohibition is confined to Municipalities and to the larger fairs and religious and other gatherings which are held outside the limits of towns. His Excellency in Council has, therefore, decided that, for the present at all events, the prohibition should not apply except to lepers in and near Municipalities and at the larger fairs and similar gatherings. As the Government of India abstain strictly from regulating prostitution, no bye-law or Act dealing with the prohibition against lepers following certain trades or callings should extend to that of prostitution by leper women.

In the opinion of the Governor General in Council the question of amending the Municipal Acts in the Provinces where they are at present deficient in this respect should now be taken into consideration. In connection with this point it appears to His Excellency in Council that section 55 of Act XV of 1883 in the North-Western Provinces and Oudh cannot, as urged by the Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh, be held to refer to this matter, and that section 85 of Act XVIII of 1889 in the Central Provinces, which the Chief Commissioner of the Central Provinces considers would enable Municipal Commissioners to prohibit, as a public nuisance, lepers from publicly exposing their sores or from engaging in trade, does not provide for it with sufficient precision.

9. The second recommendation of the Commissioners was directed against the prevalent custom of mendicant lepers to leave their homes and crowd into the large centres of population. The Commissioners held that vagrant and indigent lepers scattered about the country are not a source of serious danger, and their proposal that Municipal authorities should be empowered by bye-laws to prevent vagrants afflicted with leprosy from begging

in or frequenting places of public resort or using public conveyances in towns and cities was dictated by the expectation that the effect of such bye-laws in large towns would be an emigration into the surrounding country, and a furtherance of the scheme for establishing experimental leper colonies or farms in rural districts. With the exception of the Government of Madras and the Chief Commissioner of Assam, the Local Governments and Administrations are generally in favour of sending to, and retaining in, asylums vagrant pauper lepers who congregate in towns. It has been forcibly urged to the Government of India that this question, as well as that of prohibiting lepers from engaging in certain trades, has an administrative as well as a medical aspect, and that action such as the Commissioners proposed is justified by the loathsomeness of the disease, by the circumstance that those suffering from it very commonly obtrude their sores upon the public with a view to forcing people to give them money, and by the fact that people in India are commonly struck with horror at the approach of a leper, and are apt to yield to his importunity in order to induce him to move on. In deference to the sentiments of the community generally, the Government of India agree that steps should be taken to prevent mendicant lepers from obtruding their deformities on the public gaze in towns and cities. The experience gained in Bombay, since the establishment of the Leper Asylum at Matoonga, shows that regulations having this object may, if intelligently and energetically carried out, be expected to be productive of great benefit to the leper community as well as to the general public.

The Commissioners recommended that the authorities in towns should be empowered to order a leper infringing the regulations either to return to his home or to enter an asylum. This recommendation is generally accepted except by the Government of Madras which would limit the power of enforcing obedience to the bye-laws to the actual expulsion of lepers from towns and cities, and by the Chief Commissioner of Assam on the ground that he is not prepared to recommend compulsory detention in asylums. The view which approves itself to the Government of India and to the majority of the Local Governments and Administrations is that vagrant lepers in Municipalities should be dealt with in much the same way as vagrant lunatics are dealt with under the provisions of Act XXXVI of 1858, *viz.*, that such persons should be brought before a Medical officer and a Magistrate and sent to an asylum by an order of the latter if found to be suffering from the disease and without relatives who can properly care for and treat them. The Governor General in Council considers that, for the present at all events, it will be sufficient to take power to deal with vagrant lepers in this manner in Municipalities and their immediate neighbourhood.

10. The Commissioners recommended that Leper Asylums should be built near towns where they do not already exist, and the memorandum of the Surgeon-General with the Government of India, circulated with Home Department letter of the 15th September 1893, contained detailed suggestions for the establishment and location of additional asylums throughout the country. The Surgeon-General was of opinion that requirements would be met if on an average one asylum was provided to each revenue division. A suggestion of the Commissioners, intended to be ancillary in the rural districts to the establishment of asylums in the immediate neighbourhood of towns, was that leper farms in rural tracts where lepers with their wives and families could cultivate the soil might be productive of practical good. They considered that comparatively few children would be born, and proposed that they should, if possible, be removed to orphanages from which they would be discharged as soon as they could support themselves.

This part of the subject appears to the Government of India to need further consideration by the Local Governments and Administrations. The Governor General in Council considers that in each division or some convenient area an asylum, or an asylum and a farm, should be maintained so as to accommodate the lepers who may be found vagrant in the Municipalities in the division or area, and His Excellency in Council is of opinion that the additional expense which may be necessary for the purpose should be met jointly by the Municipalities and District and Local Boards of the division or area.



The Government of India will be glad if the Local Governments and Administrations will take the matter into their consideration at an early date, in order to determine to what extent additional accommodation will be required, how the cost of providing and maintaining such accommodation should be divided among the local bodies, and whether any amendment of the law relating to Municipalities and District and Local Boards is necessary for the establishment of such asylums and farms outside the limits of Municipalities and for the proposed division of the cost. The Government of India are inclined to think that it may not be necessary to legislate, as was proposed in clause 4 of the Bill circulated in 1889, for the voluntary admission of lepers in asylums, but they would have no objection to the adoption of such a provision in any Province in which the Local Government or Administration thinks it would be useful.

11. The fourth recommendation of the Commissioners was that competent medical authority should always be consulted before action in regard to lepers is taken. With this view the Government of India entirely agree. But the Commissioners did not suggest a definition of the terms "leper" and "leprosy" which could be adopted for the purpose of the provisions to be made in the different laws and bye-laws. In the opinion of the Government of India the terms should for this purpose be defined, as in the Bill at present before the Legislative Council of the Lieutenant-Governor of Bengal, which is alluded to in the preamble of this Resolution, so as only to include cases in which ulceration has actually commenced. The Governor General in Council considers that the public interests do not require that action should be taken against persons attacked with the disease who have not reached that stage. In any case in which it is proposed to enforce the bye-laws against a person who appears to be affected with ulcerous sores, a preliminary to such action will be that he should be examined by a competent medical authority.

12. The enquiry mentioned in paragraph 2 of this Resolution which was instituted into the question whether the disease of leprosy is on the increase or not in this country was taken up by the Leprosy Commissioners. At the time when the report was issued the returns for the census of 1891 had not been fully revised, but they were sufficiently complete to enable the Commissioners to make an elaborate examination of the statistics given in the last three censuses taken in India regarding the distribution of lepers in the country. The conclusions at which they arrived was that the alarm about the increase of leprosy in British India is altogether groundless, that the figures available, though unfortunately consisting of only three sets, pointed strongly to a decrease in the number of these unfortunate people, and in any case to the disease not being on the increase, that the number of lepers had been greatly overstated, 110,000 being perhaps nearest the truth, and that leprosy could therefore not be regarded in the light of a general danger. The final statistics of the Census Commissioner for India showed the number of persons described as lepers at the Census of 1891 to be 126,351, of whom 31,069 were females. Mr. Baines thought it possible that a good deal of the decrease in the numbers of lepers returned in 1891, from tracts in which they were formerly remarkably high, might be nominal, and due to greater accuracy of diagnosis, and the Governor General in Council is inclined to agree with him that it is impossible to say for certain whether the disease of leprosy in this country is on the whole stationary or not. His Excellency in Council, however, sees no reason to dissent from the general conclusion of the Commissioners that leprosy does not prevail in India to such an extent as to constitute a general or universal danger, and that the means by which we must look forward to secure its diminution are improved sanitation and better dietetic conditions.

13 The legislation which is required to carry out the decisions of the Government of India in paragraphs 8, 9 and 10 of this Resolution will be effected in Local Legislative Councils in the Provinces where they exist and for other Provinces by the Governor General in Council. The Bill cited in the preamble has already been introduced in the Council of the Lieutenant-Governor of Bengal, and the Governments of Madras, Bombay and the North-Western Provinces and Oudh should now proceed to legislate, either by means of a separate Bill or by such amendment of the Municipal law as is necessary to bring it into

accord with the principles which have been accepted by the Government of India. The Governor General in Council will be glad to receive in due course, from the Lieutenant-Governor of the Punjab and the Local Administrations, proposals for effecting the changes in the law which will be required in the Provinces administered by them.

14. The Governor General in Council cannot conclude this Resolution without placing on record his appreciation of the able and exhaustive manner in which the Leprosy Commissioners conducted their enquiry. Two of them, the Governor General in Council regrets, passed away before His Excellency in Council had had an opportunity of publicly acknowledging their labours. Surgeon-Major Barclay died at Simla of typhoid fever while the Commissioners were still engaged in their investigations, and Dr. Beaven Rake at Trinidad in August 1894. Finally, the Government of India desire to express on behalf of the Empire their thanks to the Committee of the National Leprosy Fund for devoting a portion of the subscriptions raised in memory of the late Father Damien to the investigation of the disease of leprosy throughout India.

ORDER.—Ordered, that this Resolution be published in the *Gazette of India*, and that a copy be forwarded to all Local Governments and Administrations and to the Foreign Department for information.

(True Extract.)

J. P. HEWETT,

*Offg. Secretary to the Govt. of India.*



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.  
LAND SURVEYS.

RE-ORGANIZATION OF THE SURVEY OF INDIA DEPARTMENT AND ITS DIVISION INTO "IMPERIAL," "PROVINCIAL," AND "SUBORDINATE" SERVICES.

*Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture, No.  $\frac{6}{64}$  (Land Surveys), dated 27th March 1895.*

READ—

Despatch No. 104, dated 30th September 1891, from Her Majesty's Secretary of State for India.

" " 169, dated 6th June 1893, to Her Majesty's Secretary of State for India.

" " 188, dated 21st September 1893, from Her Majesty's Secretary of State for India.

RESOLUTION.

In order to carry out the general principles laid down by the Public Service Commission of 1886-87, and to provide a clearer basis for a scheme of leave and pension rules, the Government of India have determined to re-organize the Survey of India Department, by dividing it into three distinct services, to be known respectively as (i) the Imperial Service, (ii) the Provincial Service, and (iii) the Subordinate Service.

2. The essential distinction between the Imperial and Provincial Services is, that the latter will be recruited exclusively in India, while the former will consist of officers who have either been transferred from the Army or have been recruited directly from England. The appointments to the Imperial Service being made by selection only, it is unnecessary to fix any definite rate of annual recruitment. As regards the recruitment for the Provincial Service, to which appointments will be made by examination in India, separate instructions will be conveyed to the Surveyor General hereafter. Meanwhile the following orders are issued regarding the re-organization of the Department.

3. Ten appointments in the existing Senior Division will be transferred to the Provincial Service, and the remainder of that Division, together with the administrative appointments at the head of the Department, will constitute the Imperial Service. The grades of the Senior Division will then be reconstituted as follows:—

APPOINTMENTS.	PRESENT.		FUTURE.			
			RETAINED IN IMPERIAL.		TRANSFERRED TO PROVINCIAL.	
	Number.	Pay per mensem.	Number.	Pay per mensem.	Number.	Pay per mensem.
		₹		₹		₹
Superintendent, 1st grade . . . . .	3	1,600	3	1,600	...	—
Ditto, 2nd „ . . . . .	7	1,300	6	1,300	...	...
Deputy Superintendent, 1st grade . . . . .	9	1,000	7	1,000	2	800
Ditto ditto, 2nd „ . . . . .	9	850	7	850	3	650
Assistant Superintendent, 1st grade . . . . .	10	600	7	600	1	500
Ditto ditto, 2nd „ . . . . .	10	500	8	500	3	400
TOTAL . . . . .	48	866	38	888	10	570

The transfers will be made gradually in the following manner.\* Three vacancies now existing in the 2nd grade of Assistant Superintendents will be transferred at once to the Provincial Service, and filled up by selections from the Junior Division. The initial appointments thus transferred will in their future treatment shew how promotion in the Provincial Service will be made, and may thus be regarded as pilot appointments. The *appointments* will continue for the present to be shown in the Imperial list in their proper places and with their proper numbers, the words "Transferred to the Provincial Service" being entered in italics, instead of the name of the officer, which will be shown on the separate Provincial list.

As the pilot appointments rise in due course of promotion in the Imperial list, corresponding appointments will be transferred to, and promotions made in, the Provincial list so long as there are appointments to be transferred to that list.

Owing to the fact that only two appointments are being transferred from the first grade of Assistant Superintendents, whereas three appointments are transferred from the second grade of Deputy Superintendents, a difficulty will arise after the first two pilot appointments have reached the 2nd grade of Deputy Superintendents. Accordingly, a third Assistant Superintendentship of the 1st grade will be temporarily transferred to the Provincial Service. As soon as the italicised entry of this appointment in the Imperial list reaches the 2nd grade of Deputy Superintendents, and the corresponding promotion has been made in the Provincial Service, the third appointment will be retransferred to the Imperial list, thus reducing both lists to their normal dimensions.

When the transfer of appointments from the Imperial to the Provincial cadre is complete, the Provincial Service will be fully constituted; promotions in it will be wholly independent of the Imperial list; and the skeleton entries representing the pilot appointments will no longer be shown on the latter.

4. When the transfer is completed as above, an Imperial officer in the first grade of Assistant Superintendents will at once be promoted to the 2nd grade of Deputy Superintendents, and an extra officer will be added to the 2nd grade of Assistant Superintendents; on the occurrence of the first vacancy in the rank of 2nd grade Superintendent no promotion will be made into that grade, and the regrading of the Imperial Service will then be complete.

5. The line between the Provincial and Subordinate Services will be drawn immediately below the existing Junior Division, and the Provincial Service will consist of the existing Junior Division together with the appointments transferred from the Senior Division. The cadre when complete will therefore be as follows:—

APPOINTMENTS.	PRESENT.		TRANSFERRED FROM SENIOR DIVISION.		FUTURE.	
	Number.	Pay per mensem.	Number.	Pay per mensem.	Number.	Pay per mensem.
		R		R		R
Extra Deputy Superintendent, 1st grade .	...	...	2	800	2	800
" " " 2nd " .	...	...	3	650	3	650
Extra Assistant Superintendent, 1st grade	3	550	...	...	3	550
" " " 2nd " .	5	500	1	500	6	500
" " " 3rd " .	7	450	1	450	8	450
" " " 4th " .	10	400	3	400	13	400
" " " 5th " .	15	350	...	...	15	350
" " " 6th " .	20	300	...	...	20	300
Sub-Assistant Superintendent, 1st grade .	22	200—10—250	...	...	22	200—10—250
" " " 2nd " .	24	160—8—200	...	...	24	160—8—200
" " " 3rd " .	26	120—8—160	...	...	26	120—8—160
TOTAL	132	272	10	570	142	293

Promotion in this consolidated list will mainly depend on the qualifications of officers and the practical efficiency shown by them in the discharge of their duties; and though the position attained by seniority on the list will be taken



into consideration, promotion cannot be claimed on grounds of seniority alone. The same rule will apply in the case of promotions to new appointments transferred from the Senior Division.

6. The Subordinate Service will remain as regards appointments, grades, pay, and recruitment in every respect on the same footing as at present.

7. The effect of the re-organization above prescribed will, when these new arrangements are complete, be as follows:—

		PRESENT.				FUTURE.	
		No. of appointments.	Monthly cost.			No. of appointments.	Monthly cost.
			R				R
Administrative	2	5,200	Imperial Service	40	38,950		
Senior Division	48	41,550	Provincial Service	142	41,676		
Junior „	132	35,977					
TOTAL	182	82,727		TOTAL	182	80,626	

8. The Surveyor General is authorized to bring the re-organization into force at once. The existing members of the Department who have been recruited in India and are now serving in the Senior Division will retain their places in that Division. Their salary and promotion will be regulated by the conditions under which they have hitherto served in the Department, without reference to the fact that they were not recruited in England.

ORDER.—Ordered that a copy of the foregoing Resolution be published in the *Gazette of India* and a copy forwarded to the Surveyor General of India for information and guidance: also that a copy be forwarded to the Finance Department for information and the issue of such further orders as may be necessary.

[True Extract.]

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.  
ACCOUNTS AND FINANCE.  
Stores.

No. 1426 S. R., dated Calcutta, the 25th March 1895.

RESOLUTION—By the Government of India, Finance and Commerce Department.

READ again the following papers on the subject of supply of Indian-manufactured stores :—

- (1) Resolution by the Government of India in the Finance and Commerce Department, No. 185, dated 10th January 1883, consolidating the then existing rules regarding the procedure to be employed in obtaining for the public service supplies of stores of other than Indian origin or manufacture.
- (2) Resolution by the Government of India in the Finance and Commerce Department, No. 2650, dated 25th June 1891.
- (3) Resolution by the Government of India in the Public Works Department, No. 226 M., dated 14th June 1892.

In the first of the Resolutions cited above, the rules on the subject of the supply of articles of European manufacture required for the public service in India and the preparation of annual returns of expenditure on stores and their transmission to Her Majesty's Secretary of State for India were published in a consolidated form and applied to stores required for Imperial and Provincial services and Incorporated Local Funds, but not to those required for Excluded Local Funds. In these rules it was laid down that all articles required for the public service which cannot be manufactured in India are, as an almost invariable rule, to be obtained on indent through the Secretary of State.

2. In the Resolution No. 2650, dated 25th June 1891, cited above, the Government of India, after due consideration of the representations made from time to time by the leading engineering and other firms in India with reference to the prohibitions against obtaining stores in India, relaxed the rules as a tentative measure. With a view to the encouragement of local industries and the development of technical education, and in the hope of effecting economy in the public administration both by actual saving in the cost of articles purchased locally and by avoiding the delays that are sometimes inevitable when the articles have to be procured by indent on England, they authorized, in certain cases, the local purchase of the less important manufactured articles of iron and steel made up in India from imported materials and ordinarily required for Public Works other than Railways. This relaxation of the then existing rules referred only to articles the certain want of which could not be anticipated, and the delay in the supply of which might involve loss. The following conditions were pointed out as necessary ones :—

- (a) that the articles locally supplied were not imported into India in a finished or partly finished state ;
- (b) that the price was not in excess of that at which similar articles could be obtained on indent through the Secretary of State ; and
- (c) that the quality was not inferior to that of English supplies.

In the same Resolution it was mentioned that only firms of recognised standing and whose shops were fitted with the necessary plant would be considered eligible to tender for the supply of the class of articles which it was decided to obtain locally, and Local Governments were requested to furnish lists of those firms within their jurisdiction which they considered should be entitled to the privilege of tendering, together with lists of the principal machines in the shops of each firm and the means possessed for testing both the raw material and the finished product. The Resolution also proceeded to lay down certain checks which were considered essential to insure that the articles were manufactured in India from the raw material, that the relative prices of English and Indian



supplies were properly compared and ascertained, and that the raw material employed and, when necessary, the finished product were properly tested.

These orders were duly approved and confirmed by Her Majesty's Secretary of State for India.

3. In Resolution No. 226 M., dated the 14th June 1892, the conditions as regards the tests to be applied to the raw material and, when necessary, to the finished product which were previously mentioned were re-stated. Attention was at the same time drawn to the reasons already stated, which induced Government to relax, as a tentative measure, the rules previously in force, and to this Resolution was appended a list of the firms recommended by the various Local Governments as eligible to tender for the local supply of the class of articles previously mentioned, and specifications showing the conditions as regards test and manufacture that are prescribed by the Director General of Stores, India Office, in the case of iron and steel work procured from England for use in India.

4. The manufacture in India of articles of the kind alluded to has, it is believed, extended since the date of the orders above quoted, and it is understood that several of the principal engineering firms in India now possess the apparatus necessary for the proper testing both of the raw material and of the finished product. It is possible that indenting officers are not aware of the full extent to which the orders permit them to supply themselves from Indian sources, or the extent to which the capacities of Indian engineering firms have been developed; and the Governor General in Council, continuing to realize the advantages, *cæteris paribus*, of obtaining supplies in India, desires again to draw the attention of Local Governments and Administrations to the subject. It is understood that the engineering firms in question are willing to give all necessary information to indenting departments and to Local Governments as to the classes of articles which they are prepared to supply under existing rules and under due guarantee as regards the application of sufficient tests as to quality of material and workmanship; and the Government of India are desirous that the fullest use should be made, subject to the prescribed precautions, of the liberty which the Resolutions give to procure supplies in India.

5. The Local Governments are requested also to bring to the notice of the Government of India the names of any other firms which they consider to be qualified, both from their position as engineering firms of recognised standing and also from their possessing the necessary testing plant, to be entitled to tender for the supply of articles procurable locally under the existing rules. Such recommendations of the Local Governments will be duly considered by the Government of India with a view to the names of the firms in question being added to the list appended to Public Works Department Resolution No. 226 M., dated 16th June 1892.

Moreover, should Local Governments and Administrations find that the progress of manufacture in India has now rendered it possible to add new articles to the list appended to the Resolution by Government of India in Finance and Commerce Department, No. 2650, dated 25th June 1891, they are requested to favour the Government of India with an expression of their opinions on the subject with a view to the necessary additions being made to the list.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma, Assam, Mysore, and Coorg.

The Resident at Hyderabad.

The Agents to the Governor General in Central India, Rajputana, and Baluchistan.

ORDER.—Ordered, that this Resolution be communicated to the Local Governments and Administrations noted on the margin, for information and guidance.

Ordered also, that a copy be forwarded to the Military and Public Works Departments, and that it be published in the Supplement to the *Gazette of India*.

STEPHEN JACOB,

*Offg. Secretary to the Government of India.*

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a. m. on Saturday, March 16th, 1895.**

**General Summary.**—During the week under review pressure has been unsteady and the diurnal changes of the barometer have frequently been considerable—more particularly over Northern India. During the earlier part of the week the barometer, relatively to other parts of India, was high in the North-West, but on the 13th pressure gave way rapidly in Baluchistan, and a deepish depression appeared over the West and Central Punjab. This abnormal distribution lasted till the close of the week. As an accompaniment of this abnormal condition of pressure moderate rainfall occurred in the North Punjab and Kashmir and this rainfall subsequently extended to North-East India also. Snow storms were reported from Srinagar and Astor in Kashmir and from Gnatong. Over Southern and Central India fine and generally clear weather has prevailed with gentle winds in most places.

Temperature changes have been somewhat irregular during the week. The week opened with a general slight deficiency, except in the Peninsula, but by the 12th this deficiency was changed into an excess, except in Bengal and the North-Western Provinces. This general excess lasted until the 14th, when a depression of temperature commenced in the Punjab and extended quickly over a large part of India by the 16th. The excessive temperatures which prevailed during the middle of the week, and which were a continuation of the high temperatures which have prevailed for some time past in North-Western and Central India, was apparently due to the very abnormal pressure conditions reported in North-Western India, and hence the unsettled weather was merely an exaggerated form of hot-weather disturbance. The rainfall which accompanied the disturbance produced a temporary reduction of temperature, but by the close of the week this effect was rapidly disappearing.

**Daily Summary.**—*Sunday.*—Pressure had changed irregularly and was below the normal average over the whole of India, the abnormal deficiency exceeding 0·10 inch in parts of North-West and of North-East India. Conditions were unsettled. Temperature had fallen briskly over a large part of North-West and Central India and the mean was between 1° and 3° below the normal in these districts. There was, however, some excess in Bengal and Madras. The maximum day temperature recorded during the preceding 24 hours was 100°2 at Cuddapah.

Numerous duststorms and thundershowers were reported from North-West and Central India, the amounts received in several cases being considerable.

*Monday.*—Pressure changes were again irregular, but in the north-west the barometer had risen and the slight depression of the barometer previously existing there had disappeared. The barometer was relatively high over the western desert, and part of Central India, relatively low in South-West India and in Assam, but the pressure differences were everywhere small, though in those two areas the barometer read considerably below the normal. The winds



were light and irregular. Temperature had fallen over North-West and Central India, and was more or less in defect over the whole of that region. This defect was mainly due to a very large reduction in the day temperatures. Thunderstorms had continued in the Punjab and had extended to the central parts of India. The amounts of hail and rain received were, however, less than on the previous day and were generally small.

*Tuesday.*—Pressure was about normal in North-West India, but in considerable defect in North-East India and Burma. The area of disturbed conditions and of thunderstorms had been transferred eastward to Assam and North and East Bengal. Showers of rain continued to be received in Kashmir. A recovery of temperature had commenced in North-West and Central India, while on the contrary a brisk fall had occurred in the North-Western Provinces and Bengal. The mean temperature of Northern and Central India was below the normal, the greatest defect being in the North-Western Provinces. Hence the area of greatest deficiency of temperature was advancing eastward. The highest day temperatures were again registered in Central Madras. Bellary reported a reading of  $101^{\circ}$ . The rainfall was moderate in Assam, light in Bengal. Snow was reported from Gnatong.

*Wednesday.*—Pressure had decreased briskly in part of North-West India, but elsewhere the changes were small. Readings were relatively low in North-West and North-East India. The rise of temperature noticed in the North-West on the preceding day had continued. The mean temperature very generally exceeded the normal—more especially in the North-West. Light showers were reported from a few places in North-West and North-East India.

*Thursday.*—Pressure had given way with exceptional rapidity over the whole country, and in the west of the Punjab the fall amounted to as much as 0.22 inch. Conditions were hence unsettled in North-West India and the pressure distribution abnormal. Temperature had continued to rise and was in excess of the normal practically everywhere—more particularly in the north-west. The hottest district was again the central parts of Madras, where the following day temperatures were recorded:—Raichur  $106^{\circ}5$ , Cuddapah  $103^{\circ}2$ , and Bellary  $102^{\circ}6$ . Rain had recommenced in North-West India, where moderate amounts had been received. Snow was falling in the Kashmir Valley.

*Friday.*—The abnormal distribution of pressure which prevailed on Thursday continued. A deepish depression overlay the west and centre of the Punjab and the barometer throughout the whole country read below the normal average. Unusually strong winds had prevailed in the north-west and thunderstorms had given rain to the North and West Punjab and the Upper India hill districts. Snow was again reported from Kashmir. With the occurrence of rain temperature had fallen in the extreme north-west, but the mean temperature of the previous 24 hours had, except in the case of the Punjab, Sind and Rajputana, been as generally excessive as on the previous day.

*Saturday.*—The barometer had risen rapidly in the north-west and the depression had almost filled up. Pressure was lowest in North Bengal. Conditions had improved in North-West India and except in the hills the showers had ceased. In Assam showers had, however, commenced. The mean temperature was in excess in Burma, Bengal and the central parts of the country, but in defect elsewhere. Central Madras and the Deccan reported the highest day temperatures.

*Temperature.*—The following table gives the variations from the normal temperature of the different Provinces of India for each day of the week :—

PROVINCE.	MARCH 1895.							Mean variation of week.
	10th.	11th.	12th.	13th.	14th.	15th.	16th.	
Burma . . . . .	0	0	0	0	0	0	0	0
Bengal and Assam . . . . .	-1.1	+0.1	+0.8	-0.4	+0.1	+0.5	+1.3	+0.2
North-Western Provinces and Oudh . . . . .	+1.9	+0.8	-1.4	-1.0	-0.3	+1.2	+3.3	+0.6
Punjab . . . . .	+0.2	-2.6	-3.8	-2.3	+1.0	+3.4	+2.8	-0.2
Bombay . . . . .	-0.6	-5.5	-2.1	+1.5	+3.1	+1.1	-2.0	-0.6
Central Provinces and Berar . . . . .	+1.2	+0.3	+1.0	+2.1	+2.1	+2.3	+1.0	+1.4
Central India and Gujarat . . . . .	-1.1	-3.0	-2.9	-2.6	-1.3	+0.9	+2.9	-1.0
Sind and Rajputana . . . . .	-2.9	-2.8	-2.6	-1.5	+1.2	+1.7	-1.1	-1.1
Madras . . . . .	-1.9	-4.7	-3.4	-1.2	+2.5	+1.0	-3.5	-1.6
	+0.6	+0.4	+0.7	+0.7	+0.9	+1.4	+0.7	+0.7
MEAN FOR WHOLE OF INDIA	-0.4	-1.9	-1.5	-0.5	+1.0	+1.5	+0.6	-0.2

During the first four days of the week the variation showed a general deficiency of temperature, but from the 14th onward the mean temperature of the whole country was in excess of the normal. The variations thus balanced each other, and the general variation for the whole country for the week was only— $0^{\circ}2$ . The largest temperature changes were experienced in the Punjab where on the 11th there was an abnormal deficiency of  $5^{\circ}5$  and on the 14th an excess of  $3^{\circ}1$ .

Central Madras and the Deccan have been the hottest part of the country, and here the day temperatures have varied between  $100^{\circ}$  and  $106^{\circ}$ .

*Rainfall.*—In Burma and the Indian Peninsula there has been practically no rain during the week under review, and in the central parts of India and in parts of Bengal there has been very little; but elsewhere the rainfall has been general, and in the extreme north-west and extreme north-east moderately heavy. Thus the average rainfall for the week in the Assam Valley amounted to 1.06 inch, in the Surma Valley to 0.91 inch; in the north-west of the Punjab to 0.69 inch, and in the hill districts of the Punjab to 0.51 inch. Compared with the normal, however, the region where the rainfall was most generally in excess, was the North-Western Provinces, where every division except the submontane (*b*) had more rain than usual. In addition to the North-West Provinces, slightly heavier rain than usual was received in Assam (Brahamaputra), the Punjab (North-West and West), Khandeish, the Central Provinces (West and Central), Sind, and Central India.

For the period, March 3rd to 16th, the most marked features in the distribution of rainfall are the total absence of showers in Madras, and the large excess of rain in the central parts of the country and in parts of Upper India.

At Peshawar the total rainfall of the week was as much as 6.00 inches.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 16TH MARCH, 1895.			RAINFALL DATA FROM 3RD MARCH TO 16TH MARCH, 1895.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 3rd March to 16th March.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	0	0'06	—0'06	0'05	0'08	— 38
	Lower Burma . . . . .	0	0	0	0	0	0
	Central do. . . . .	0	0'04	—0'04	0	0'06	— 100
	Upper do. . . . .	0'02	?	?	0'02	?	?
	Arakan . . . . .	0	0'07	—0'07	0	0'13	— 100
BENGAL AND ASSAM	Eastern Bengal . . . . .	0'22	0'60	—0'38	0'22	1'05	— 79
	Assam (Surma) . . . . .	0'91	2'00	—1'09	0'91	3'24	— 72
	Do. (Brahmaputra) . . . . .	1'06	0'90	+0'16	1'31	1'49	— 12
	Deltaic Bengal . . . . .	0'03	0'30	—0'27	0'03	0'65	— 92
	Central do. . . . .	0'14	0'19	—0'05	0'14	0'39	— 64
	North do. . . . .	0'08	0'28	—0'20	0'08	0'50	— 84
	Orissa . . . . .	0	0'17	—0'17	0	0'45	— 100
	Chota Nagpur . . . . .	0'33	0'35	—0'02	0'33	0'66	— 50
	Bihar (South) . . . . .	0'02	0'07	—0'05	0'02	0'20	— 90
	Do. (North) . . . . .	0'01	0'06	—0'05	0'01	0'23	— 96
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East) . . . . .	0'16	0'04	+0'12	0'16	0'13	+ 23
	North-Western Provinces Submontane (a) . . . . .	0'19	0'04	+0'15	0'19	0'17	+ 12
	Oudh (South) . . . . .	0'24	0'05	+0'19	0'35	0'17	+ 106
	Do. (North) . . . . .	0'23	0'09	+0'14	0'23	0'26	— 12
	North-Western Provinces (Central) . . . . .	0'27	0'03	+0'24	0'27	0'16	+ 69
	North-Western Provinces (West) . . . . .	0'14	0'06	+0'08	0'16	0'22	— 27
	North-Western Provinces (Submontane) (b) . . . . .	0'04	0'30	—0'26	0'04	0'77	— 95
PUNJAB	Punjab (South) . . . . .	0'13	0'13	0	0'17	0'29	— 41
	Do. (Central) . . . . .	0'07	0'13	—0'06	0'11	0'32	— 66
	Do. (Submontane) . . . . .	0'10	0'21	—0'11	0'10	0'65	— 85
	Do. (Hill Districts) . . . . .	0'51	0'79	—0'28	0'71	1'65	— 57
	Do. (North-West) . . . . .	0'69	0'28	+0'41	0'90	0'78	+ 15
	Do. (West) . . . . .	0'38	0'09	+0'29	0'51	0'25	+ 104
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	0	0'21	—0'21	0	0'32	— 100
	Madras (South Central) . . . . .	0	0'11	—0'11	0'03	0'22	— 86
	Coorg . . . . .	0'18	0'22	—0'04	0'18	0'44	— 59
	Mysore . . . . .	0	0'04	—0'04	0	0'11	— 100
	Konkan . . . . .	0	0	0	0	0'01	— 100
	Bombay Deccan . . . . .	0'02	0'02	0	0'02	0'03	— 33
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh . . . . .	0'03	0	+0'03	0'05	0	0
CENTRAL PROVIN- CES AND BERAR.	Berar . . . . .	0'02	0'03	—0'01	0'02	0'06	— 67
	Central Provinces (West) . . . . .	0'08	0'02	+0'06	0'20	0'04	+ 400
	Do. (Central) . . . . .	0'17	0'12	+0'07	0'33	0'20	+ 65
	Do. (East) . . . . .	0'05	0'16	—0'11	0'05	0'38	— 87
BOMBAY (NORTH)	Gujarat . . . . .	0	0	0	0	0	0
	Kathiawar . . . . .	0	0'02	—0'02	0	0'08	— 100
	Sind . . . . .	0'46	0'04	+0'42	0'57	0'19	+ 200
RAJPUTANA AND CENTRAL INDIA.	Central India (East) . . . . .	0'16	0'02	+0'14	0'31	0'04	+ 675
	Rajputana (East) Central India (West) . . . . .	0'23	0'04	+0'19	0'45	0'10	+ 350
	Rajputana (West) . . . . .	0	0'01	—0'01	0'36	0'02	+ 1,700
MADRAS	East Coast (North) . . . . .	0	0'03	—0'03	0	0'21	— 100
	Do. (do.) (a) . . . . .	0	0'15	—0'15	0	0'16	— 100
	Hyderabad (South) . . . . .	0	0'27	—0'27	0	0'35	— 100
	Madras (Central) . . . . .	0	0'04	—0'04	0	0'06	— 100
	East Coast (Central) . . . . .	0	0'04	—0'04	0	0'11	— 100
	Do. (South) . . . . .	0	0'02	—0'02	0	0'11	— 100
	Madras (South) . . . . .	0	0'20	—0'20	0	0'36	— 100

W. L. DALLAS,  
Asst. Meteorological Reporter to the  
Government of India.

SIMLA, the 21st March, 1895.

DENZIL IBBETSON,  
Offg. Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 23rd March.*—No rain except scattered showers at some stations in the Circars and Malabar. The past drought continues to be much felt in the Southern districts. Water-supply generally short. Standing crops fair but withered or withering in parts, except in the Circars. Harvest continues with generally fair outturn. Pasture scarce, but fodder generally sufficient. Prices of some dry grains rising in four districts but generally stationary elsewhere. No apprehension of distress anywhere.

**Bombay.**—*For week ending 27th March.*—Slight rain in parts of Karachi, Sholapur, Bijapur, and Dharwar. Standing crops damaged by frost in parts of Shikarpur. Reaping of late crops continues in parts of fourteen districts and preparations for next season's crops in parts of eight. Cotton-picking in progress in parts of Gujarat and the Karnatak. Fodder-supply sufficient, and agricultural stock in good condition. Prices normal except in parts of Ahmednagar and Sholapur.

**Bengal.**—*For week ending 25th March.*—There was rain over all the districts of Central Bengal during the week, and in Dacca, Dinajpur, Gaya and Purnea; elsewhere there was little or none. The rain has been beneficial to the spring sowings of rice which are doing well. But in Northern Bengal more rain is required for the jute sowings, and in Chittagong the standing crops are said to be withering from drought. The spring harvest is in progress, and the yield is generally reported good. The collection of opium is approaching completion, and a fair outturn is expected. Cattle in good condition except in parts of Rangpur and Dacca. In Hazaribagh the fodder-supply is said to be scanty. The price of common rice continues generally steady and normal.

**North-Western Provinces and Oudh.**—*For week ending 27th March.*—Weather generally seasonable. Showers have fallen in places, in some accompanied by hail. Reports received of damage to crops in part of Cawnpore district and of severe damage to poppy in Farakhabad. Harvesting of the spring crops and collection of opium in progress. Prospects favourable although outturn will be smaller. Sugarcane-pressing and sowing going on. Supplies sufficient but fodder said to be scarce in parts of Rae Bareilly and Cawnpore and in Sitapur. Prices fairly steady and slightly below normal in several districts.

**Punjab.**—*For week ending 27th March.*—Rain fell at Lahore only. Extra spring crop is being sown in Sialkot and Lahore and land prepared for autumn crops. Spring crops are ripening and their condition is good to average. Recent rain has improved the standing crops. Field rats have damaged the crops in part of the Lahore district. Cattle are generally in good condition. Fodder sufficient in all districts. Prices normal at Umballa, below normal at Sialkot, falling at Shahpur, and low elsewhere.

**Central Provinces.**—*For week ending 27th March.*—Weather alternately cloudy and clear with light showers of rain in some districts. Reaping of winter crops in progress in the North and threshing in the South of the Provinces. Crop prospects in Damoh decidedly gloomy, wet and cloudy weather having encouraged the spread of rust. The poorer classes are beginning to suffer, work being scarce. In Jabalpur (except in the Murwara tahsil), the outturns of grain, wheat and linseed are poor. Price of wheat rising in the northern districts.



**Burma.**—*For week ending 23rd March.*—Slight rain has fallen in Tavoy and in northern parts of Upper Burma. In Lower Burma harvesting of main paddy crop completed; and in Upper Burma sowing and transplanting of dry-weather paddy and cultivation of dry-weather food-crops approaching completion. Crop prospects good. Prices of paddy steady with a slight rise in two and a fall in three districts of Lower Burma, where prices are above normal. In Upper Burma there is a rise in three districts, but the prices are below normal. Fodder and water-supply sufficient.

**Assam.**—*For week ending 26th March.*—Slight rain fell throughout the province. Ploughing for summer paddy progressing. Pressing of sugarcane continues. Condition of cattle fair. Fodder and water sufficient.

**Mysore and Coorg.**—*For week ending 27th March.*—**MYSORE:** Standing crops withering in parts of Kolar and Tumkur districts. Prospects favourable. Prices slightly fallen in Chitaldrug district.

**COORG:** Threshing of rice almost completed. Coffee blossomed in some parts. Prices of food-grains normal. Fodder and water for cattle fairly sufficient.

**Berar and Hyderabad**—*For week ending 27th March.*—**BERAR:** Weather warm and cloudy with moderate rainfall during the week. Cutting of winter crops completed. Preparation of land for ensuing rain crop commenced in all districts. Fodder and water adequate for requirements. Prices fluctuating in the Wun district and steady elsewhere.

**HYDERABAD:** Slight rainfall during week. Sowing of hot-weather crops in progress. State of crops favourable. Water in wells and tanks sufficient for cultivation. Prices normal.

**Central India.**—*For week ending 27th March.*—Partial rain fell in two agencies during week. Agricultural operations completed in Nimach, Bundelkhand, and in progress in other agencies. Condition of standing crops indifferent in Isagarh of Gwalior, fairly good elsewhere. Condition of cattle fair except in Bhopal. Pasturage good and sufficient in all districts except Gwalior where it is indifferent. Prices of food-grains high in Isagarh of Gwalior and Goona; rising in Dhar and Bagode of Bhopawar; slightly falling in Bundelkhand and normal elsewhere. Condition of opium indifferent in Isagarh of Gwalior and Nimach; partly damaged by rain in Goona, Bhopal, and Bhopawar; fairly good elsewhere.

**Rajputana.**—*For week ending 27th March.*—Slight rain in Bickaneer. Agricultural operations satisfactory. Harvesting continues. Standing crops, prospects, and agricultural stock generally good. Fodder sufficient, but failing in Dholepore. Prices falling in two States, below average in one, and steady elsewhere.

**Kashmir.**—*For week ending 26th March.*—Heavy rain fell throughout Kashmir during the week. Prices continue normal.

**JAMMU PROVINCE.**—*For week ending 27th March.*—Heavy rain with hail. Prices rising. Crops in good condition. Fodder sufficient.

**Nepal.**—*For week ending 23rd March.*—Very slight rain. Weather bright and sunny. Condition of crops good.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 17TH MARCH 1894, AND FROM 1ST JANUARY TO 16TH MARCH 1895.**

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 17TH MARCH 1894.				WEEK ENDING 16TH MARCH 1895.				Earnings from 1st January to 17th March 1894.	Earnings from 1st January to 16th March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open per week.		TOTAL.	Per mile open per week.						
State lines worked by companies.	R	Miles.	R	R	Miles.	R	R	R	R	R	R	R	
Standard gauge—													
East Indian . . . . .	655	1,634	10,58,183	648	1,687	9,95,449	590	1,24,90,036	1,19,16,189	...	5,73,847		
Bengal-Nagpur . . . . .	189	862	2,12,630	247	862	1,48,707	173	19,69,197	19,94,064	24,867	...		
Indian Midland (a) . . . . .	162	752	1,18,864	158	752	90,838	121	13,21,320	12,13,050	...	1,08,270		
Bezwada extension . . . . .	108	21	2,153	103	21	2,032	97	21,238	30,349	9,111	...		
Metre gauge—													
Rajputana-Malwa (b) . . . . .	324	1,719	4,80,283	279	1,790	4,20,730	235	59,35,342	58,40,394	...	94,948		
Palampur-Deesa . . . . .	47	17	1,119	66	17	1,000	59	8,430	10,588	2,158	...		
South Indian . . . . .	143	1,043	1,51,400	145	1,042	1,61,187	155	14,36,175	16,81,913	2,45,738	...		
Mayavaram-Mutpet . . . . .	01	...	...	...	54	3,503	65	...	38,129	...	...		
Southern Mahratta (c) . . . . .	115	1,165	1,28,051	110	1,165	1,49,968	129	12,88,626	13,70,992	88,366	...		
Bengal and North Western (d) . . . . .	162	756	1,05,260	139	756	99,040	131	12,43,761	12,94,936	51,169	...		
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	229	21,529	94	231	17,175	74	2,21,682	2,17,061	...	4,621		
TOTAL	286	8,198	22,79,472	278	8,377	20,89,629	249	2,59,35,807	2,56,13,659	...	3,22,148		
State lines worked by the State.													
Standard gauge—													
North Western (state) (e) . . . . .	255	2,507	7,14,250	285	2,511	5,49,221	219	69,33,256	70,45,160	1,11,904	...		
Oudh and Rohilkhand (state) . . . . .	287	741	2,07,021	279	797	1,68,934	212	22,37,849	27,35,186	4,97,337	...		
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	2,02,826	249	813	2,06,960	255	27,16,091	29,31,596	2,15,505	...		
Bengal Central (f) . . . . .	126	125	15,339	123	125	17,840	143	1,69,348	1,88,001	18,653	...		
East Coast (state) . . . . .	107	266	24,305	91	353	37,435	106	2,20,069	3,49,080	1,29,011	...		
Metre gauge—													
Burma (state) . . . . .	199	730	1,87,336	257	746	1,60,693	215	18,77,284	18,93,457	16,173	...		
Special gauges—													
Jorhat (state provincial) . . . . .	44	28	1,170	42	28	1,179	42	11,620	13,538	1,918	...		
Cherra-Companyganj (state provincial) . . . . .	60	8	450	56	8	586	73	5,032	6,718	1,686	...		
TOTAL	244	5,218	13,52,697	259	5,381	11,42,848	212	1,41,71,149	1,51,63,336	9,92,187	...		
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (g) . . . . .	596	1,490	9,43,129	633	1,490	6,05,771	407	1,06,00,604	84,55,424	...	21,45,180		
Bombay, Baroda and Central India . . . . .	801	461	3,31,766	720	461	3,22,000	698	35,67,975	36,01,418	33,443	...		
Madras . . . . .	237	840	2,00,792	239	840	2,20,932	263	21,15,014	22,64,002	1,48,988	...		
TOTAL	522	2,791	14,75,687	529	2,791	11,48,703	412	1,62,83,593	1,43,20,844	...	19,62,749		
TOTAL (GUARANTEED AND STATE)	313	16,207	51,07,856	315	16,549	43,81,180	265	5,63,90,549	5,50,97,839	...	12,92,710		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	167	161	27,166	169	161	26,340	164	2,55,482	2,72,416	16,934	...		
Tarkessur . . . . .	308	22	6,054	275	22	5,799	264	71,066	68,971	...	2,095		
Metre gauge—													
Rohilkund and Kumaon (Company section) . . . . .	149	67	9,923	148	66	6,446	98	97,320	59,479	...	37,841		
Bengal Dooars . . . . .	80	32	2,017	63	36	2,630	73	24,459	30,845	6,386	...		
Dibru-Sadiya . . . . .	133	78	12,555	161	78	11,421	146	1,15,553	1,24,980	9,427	...		
Special gauge—													
Darjeeling-Himalayan . . . . .	232	51	14,039	275	51	14,139	277	1,08,961	1,18,096	9,135	...		
TOTAL	166	411	71,754	175	414	66,775	161	6,72,841	6,74,787	1,946	...		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state . . . . .	185	333	59,435	178	333	59,615	179	6,12,973	7,09,719	96,746	...		
The Gaekwar's Petlad . . . . .	112	13	1,207	93	13	1,710	132	13,529	13,566	37	...		
Rajpura-Bhānda . . . . .	192	108	19,999	185	108	17,670	164	1,85,824	4,14,540	2,28,716	...		
Kolar Gold-fields . . . . .	306	...	...	...	10	2,865	287	...	23,900	...	...		
Metre gauge—													
Southern Mahratta (Mysore section) (h) . . . . .	88	362	30,595	85	362	35,480	98	3,27,729	3,56,725	28,996	...		
The Gaekwar's Mehsāna . . . . .	98	93	9,775	105	93	6,900	74	1,01,041	76,030	...	25,011		
Kolhapur . . . . .	92	29	3,413	118	29	1,970	68	24,698	23,717	...	981		
Special gauge—													
The Gaekwar's Dabhoi . . . . .	81	72	5,318	74	72	3,420	48	61,402	40,453	...	20,949		
Cooch Behar . . . . .	30	22	1,015	46	22	1,030	47	5,102	13,162	8,060	...		
TOTAL	130	1,032	1,30,757	127	1,042	1,30,660	125	13,32,298	16,71,812	3,39,514	...		
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgarh-Porbandar . . . . .	131	334	51,296	154	334	29,568	89	4,65,664	4,09,274	...	56,390		
Jetalsar-Rājkot . . . . .	68	46	3,999	72	46	2,994	65	32,954	37,065	4,111	...		
Jodhpore-Bickaneer . . . . .	75	364	31,342	86	364	17,100	47	3,00,822	2,23,223	...	77,599		
Special gauge—													
Morvi . . . . .	75	94	5,969	64	94	5,263	56	74,123	69,572	...	4,551		
TOTAL	97	838	91,906	110	838	54,925	66	8,73,563	7,39,134	...	1,34,429		
GRAND TOTAL	290	18,488	54,02,273	292	18,843	46,33,540	246	5,92,69,251	5,81,83,572	...	10,85,679		

(a) Includes the Bhopal-Itarsi railway.

- (a) Includes the Bhopal-Itarsi railway.  
(b) Includes the Godhra-Rutlam railway.  
(c) Includes the Guntakal-Mysore frontier section.  
(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.  
(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

- (f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.  
(g) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amrāoti railways.  
(h) Includes the Mysore-Nanjangūd and the Yesvantpur-Mysore frontier sections.

SIMLA, the 26th March 1895.

F. B. HEBBERT,  
Under Secretary.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLIX of 1894-95.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 17TH MARCH 1894.				WEEK ENDING 16TH MARCH 1895.				Earnings from 1st April 1893 to 17th March 1894.	Earnings from 1st April 1894 to 16th March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.													
Standard gauge—													
East Indian . . . . .	602	1,634	10,58,183	648	1,687	9,95,449	590	4,91,24,225	5,03,16,675	11,92,450	...	...	
Bengal-Nagpur . . . . .	149	862	2,12,630	247	862	1,48,707	173	63,07,987	63,27,414	19,427	...	...	
Indian Midland (a) . . . . .	132	752	1,18,864	158	752	90,838	121	49,30,321	54,22,790	4,92,469	...	...	
Bezawada extension . . . . .	95	21	2,153	103	21	2,032	97	1,00,402	1,74,976	74,574	...	...	
Metre gauge—													
Rajputana-Malwa (b) . . . . .	261	1,719	4,80,283	279	1,790	4,20,730	235	2,21,17,384	2,40,15,985	18,98,601	...	...	
Palanpur-Deesa . . . . .	41	17	1,119	66	17	1,000	59	(c) 12,866	37,776	24,910	...	...	
South Indian . . . . .	144	1,043	1,51,400	145	1,042	1,61,187	155	75,17,226	79,86,504	4,69,278	...	...	
Máyavaram-Mutpet . . . . .	...	...	...	...	54	3,503	65	...	(d) 2,01,588	2,01,588	...	...	
Southern Mahratta (e) . . . . .	100	1,165	1,28,051	110	1,165	1,49,968	129	57,74,344	60,50,807	2,76,463	...	...	
Bengal and North-Western (f) . . . . .	132	756	1,05,260	139	756	99,040	131	49,82,385	54,03,177	4,20,792	...	...	
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	67	229	21,529	94	231	17,175	74	7,40,972	8,98,154	1,57,182	...	...	
TOTAL . . . . .	250	8,198	22,79,472	278	8,377	20,89,629	249	10,16,08,112	10,68,35,846	52,27,734	...	...	
State lines worked by the State.													
Standard gauge—													
North-Western (state) (g) . . . . .	232	2,507	7,14,250	285	2,511	5,49,221	219	2,88,77,142	3,11,96,415	23,19,273	...	...	
Oudh and Rohilkhand (state) . . . . .	242	741	2,07,021	279	797	1,68,934	212	85,88,278	1,06,28,651	20,40,373	...	...	
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	309	813	2,02,826	249	813	2,06,960	255	1,21,65,330	1,37,56,610	15,91,280	...	...	
Bengal Central (h) . . . . .	120	125	15,339	123	125	17,840	143	7,49,655	8,07,343	57,688	...	...	
East Coast (state) . . . . .	71	266	(i) 24,305	91	353	37,435	106	(i) 6,91,719	15,06,694	8,14,975	...	...	
Metre gauge—													
Burma (state) . . . . .	171	730	1,87,336	257	746	1,60,693	215	61,14,128	59,64,907	...	1,49,221	...	
Special gauges—													
Jorhat (state provincial) . . . . .	49	28	1,170	42	28	1,179	42	68,156	71,079	2,923	...	...	
Cherra-Companyganj (state provincial) . . . . .	54	8	450	56	8	586	73	21,482	25,582	4,100	...	...	
TOTAL . . . . .	226	5,218	13,52,697	259	5,381	11,42,848	212	5,72,75,890	6,39,57,281	66,81,391	...	...	
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (j) . . . . .	510	1,490	9,43,129	633	1,490	6,05,771	407	3,78,48,578	3,24,15,406	...	54,33,172	...	
Bombay, Baroda and Central India . . . . .	638	461	3,31,766	720	461	3,22,000	698	1,46,01,249	1,52,01,696	6,00,447	...	...	
Madras . . . . .	238	840	2,00,792	239	840	2,20,932	263	99,71,798	1,00,56,390	84,592	...	...	
TOTAL . . . . .	440	2,791	14,75,687	529	2,791	11,48,703	412	6,24,21,625	5,76,73,492	...	47,48,133	...	
TOTAL (GUARANTEED AND STATE) . . . . .													
	277	16,207	51,07,856	315	16,549	43,81,180	265	22,13,05,627	22,84,66,619	71,60,992	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	148	161	27,166	169	161	26,340	164	11,73,031	12,91,388	1,18,357	...	...	
Tarkessur . . . . .	253	22	6,054	275	22	5,799	264	2,76,045	2,90,387	14,342	...	...	
Metre gauge—													
Rohilkhand and Kumaon (Company section) . . . . .	137	67	9,923	148	66	6,446	98	4,48,909	3,94,191	...	54,718	...	
Bengal Doonars . . . . .	77	32	2,017	63	36	2,630	73	1,25,516	2,09,431	83,915	...	...	
Dibru-Sadiya . . . . .	130	78	12,555	161	78	11,421	146	5,04,902	5,23,065	18,163	...	...	
Special gauge—													
Darjeeling-Himalayan . . . . .	238	51	14,039	275	51	14,139	277	6,08,885	6,14,105	5,220	...	...	
TOTAL . . . . .	155	411	71,754	175	414	66,775	161	31,37,288	33,22,567	1,85,279	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state . . . . .	158	333	59,435	178	333	59,615	179	26,13,013	30,66,150	4,53,137	...	...	
The Gaekwar's Petlad . . . . .	92	13	1,207	93	13	1,710	132	59,484	66,708	7,224	...	...	
Rajputana-Bhatinda . . . . .	129	108	19,999	185	108	17,670	164	7,11,146	14,87,229	7,76,033	...	...	
Kolar Gold-fields . . . . .	...	...	...	...	10	2,865	287	...	(k) 99,671	99,671	...	...	
Metre gauge—													
Southern Mahratta (Mysore section) (l) . . . . .	95	362	30,595	85	362	35,480	98	16,58,602	16,09,981	...	48,621	...	
The Gaekwar's Mehsana . . . . .	75	93	9,775	105	93	6,900	74	3,43,808	3,33,496	...	10,312	...	
Kolhapur . . . . .	77	29	3,413	118	29	1,970	68	1,10,999	1,16,588	5,589	...	...	
Special gauges—													
The Gaekwar's Dabhoi . . . . .	67	72	5,318	74	72	3,420	48	2,40,902	2,07,688	...	33,214	...	
Cooch Behar . . . . .	20	22	1,015	46	22	1,030	47	(m) 10,948	46,780	35,832	...	...	
TOTAL . . . . .	114	1,032	1,30,757	127	1,042	1,30,660	125	57,48,902	70,34,291	12,85,389	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	118	334	51,296	154	334	29,568	89	19,53,265	16,95,246	...	2,58,019	...	
Jetalsar-Rajkot . . . . .	60	46	3,299	72	46	2,994	65	(n) 1,35,961	1,54,071	18,110	...	...	
Jodhpore-Bickaneer . . . . .	54	364	31,342	86	364	17,100	47	9,60,065	10,30,449	70,384	...	...	
Special gauge—													
Morvi . . . . .	67	94	5,969	64	94	5,263	56	3,17,058	3,04,502	...	12,556	...	
TOTAL . . . . .	81	838	91,906	110	838	54,925	66	33,66,349	31,84,268	...	1,82,081	...	
GRAND TOTAL . . . . .													
	256	18,488	54,02,273	292	18,843	46,33,540	246	23,35,58,166	24,20,07,745	84,49,579	...	...	

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godbra-Rutlam railway.

(c) Total earnings from 8th November 1893 to 17th March 1894.

(d) Total earnings from 2nd April 1894 to 16th March 1895.

(e) Includes the Guntakal-Mysore frontier section.

(f) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(g) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(i) Includes the earnings of the Bezawada-Godavari section.

(j) Includes the Wardha Coal, Dhond-Mannad, Khamsaon, and Amraoti railways.

(k) Total earnings from 1st June 1894 to 16th March 1895.

(l) Includes the Mysore-Nanjangud and the Yeshwantpur-Mysore frontier sections.

(m) Total earnings from 15th September 1893 to 17th March 1894.

(n) Total earnings from 12th April 1893 to 17th March 1894.

F. B. HEBBERT.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.  
(STATISTICS.)

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, Bombay Town, and Karachi during the month of January, 1895, compared with the corresponding month of the years 1893 and 1894.

WHENCE EXPORTED.	COTTON, RAW.									
	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
Madras	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...
Bombay	...	...	...	...	...	...	...	...	...	...
Sindh	...	...	...	...	...	...	...	...	...	...
Bengal	...	...	...	...	...	...	...	...	...	...
North-Western	...	...	...	...	...	...	...	...	...	...
Provinces and	...	...	...	...	...	...	...	...	...	...
Oudh	...	...	...	...	...	...	...	...	...	...
Punjab	...	...	...	...	...	...	...	...	...	...
Central Provinces.	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...
Rajputana	...	...	...	...	...	...	...	...	...	...
Central India	...	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...
TOTAL	56,541	1,29,936	30,650	7,13,799	9,07,198	6,36,954	63,504	75,981	67,922	8,33,844

WHENCE EXPORTED.	LINSEED.									
	CALCUTTA.			BOMBAY TOWN.			KARACHI.			TOTAL.
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
Madras	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...	Mds. ...
Bombay	...	...	...	...	...	...	...	...	...	...
Sindh	...	...	...	...	...	...	...	...	...	...
Bengal	...	...	...	...	...	...	...	...	...	...
North-Western	...	...	...	...	...	...	...	...	...	...
Provinces and	...	...	...	...	...	...	...	...	...	...
Oudh	...	...	...	...	...	...	...	...	...	...
Punjab	...	...	...	...	...	...	...	...	...	...
Central Provinces	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...
Rajputana	...	...	...	...	...	...	...	...	...	...
Central India	...	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...
TOTAL	45,855	2,74,007	37,154	93,716	2,11,380	1,08,568	565	565	...	4,86,042

DEPARTMENT OF REVENUE AND AGRICULTURE,  
Calcutta, the 28th March 1895.

DENZIL IBBETSON,  
Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

EXECUTION OF DEEDS, CONTRACTS AND OTHER INSTRUMENTS ON BEHALF  
OF HER MAJESTY'S SECRETARY OF STATE FOR INDIA IN COUNCIL.

No. <sup>3 Judicial.</sup>  
45-501

*Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date, Calcutta, the 28th March 1895.*

READ again—

The correspondence on the subject of the execution of deeds, contracts, and other instruments on behalf of Her Majesty's Secretary of State for India in Council, ending with the letter from the Government of the Punjab, No. 355-S., dated the 25th July 1891.

READ also—

The Home Department Circular to Local Governments and Administrations, Nos. <sup>5 Judicial</sup>  
322-331, dated the 7th March 1892, forwarding a draft Resolution purporting to consolidate the orders issued from time to time on the subject, and the replies thereto.

RESOLUTION.

In exercise of the power conferred by the thirty-third and thirty-fourth of Victoria, Chapter fifty-nine, Section two, and of all other powers enabling him in this behalf, the Governor General in Council is pleased, in supersession of existing orders, to declare that the undermentioned classes of deeds, contracts, and other instruments referred to in the twenty-second and twenty-third of Victoria, Chapter forty-one, Section two, may be executed as follows:—

A.—In the case of the Governor General in Council—

All deeds and instruments relating to }  
any matters other than those } By a Secretary to the Government of India.  
hereinafter specified.

B.—In the case of the Military Department—

I.—In the Military Works Department (subject to any limits fixed in Departmental orders):—

1.—All instruments relating to purchase, supply and conveyance or carriage of materials, stores, machinery, etc. }  
By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

2.—All instruments relating to the execution of works of all kinds, connected with buildings, bridges, roads, canals, tanks, reservoirs, docks and harbours and embankments, and also instruments relating to the construction of water-works, sewage-works, and the erection of machinery. }  
By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

3.—Security bonds for the due performance and completion of works. }  
By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

4.—Security bonds for the due performance of their duties by Government servants whom the officers specified have power to appoint. }  
By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

5.—Leases for grazing cattle on canal banks or roadsides; for fishing in a canal; for the cultivation of land; leases of water for irrigation and other purposes, and leases of water-power; and instruments relating to the sale of grass, trees, or other produce on roadsides or in plantations. }  
By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

6.—Leases of houses, land, or other immoveable property, provided that the rent reserved shall not exceed Rs5,000 a month. }  
By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

7.—All instruments connected with the re-conveyance of property given as security. }  
By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.

- 8.—Instruments connected with the collection or farming of tolls at bridges or ferries or other means of communication provided by the Local Government. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.
- 9.—Agreements for the recovery of fines on account of drift wood or other timber passing into a canal. } By the Director General of Military Works, Chief Engineers, Superintending Engineers, and Executive Engineers.
- 10.—All deeds and instruments relating to any matters other than those specified in heads 1 to 9. } By a Secretary to the Government of India, or a Secretary to a Local Government.
- II.—Contracts and other instruments for the Ordnance Department, as detailed below :—
- 1.—Contracts for stores obtained in India for supplies to arsenals, depots or factories. }
- 2.—Contracts for undertaking sales of unserviceable stores. }
- 3.—Agreements entered into in India with civilian mechanics for a specified period of service in Ordnance establishments. } By Inspectors-General of Ordnance.
- 4.—Contracts for landing, weighing and forwarding Ordnance stores in the Bombay Circle. }
- III.—Contracts for the Commissariat Department, as detailed below :—

[*Note.*—Where tenders are expressly declared to be intended to act as contracts, they will not be executed on behalf of the Secretary of State.]

*Station contracts for—*

Arated waters.  
Atta for elephants.  
Auctioneers for sale of Government property.  
Bhoosa, white and missa.  
Bran for horses.  
Coal.  
Coolies.  
Dhan for elephants.  
Fodder for elephants.  
Fowls, chickens, and eggs.  
Gunny bags.  
Hay and grass for horses, mules, cattle, and sheep.  
Hired bullocks for wells, soldiers' gardens, plungebaths, regimental filth-carts, etc.  
Hospital wines and spirits and English bottled malt-liquor.  
Ice.  
Kirby and straw for cattle and sheep.  
Materials for repair of articles of line gear for transport cattle.  
Milk and butter.  
Packing cases for tea, etc.  
Paddy straw for elephants.  
Provisions for Native troops.  
Provisions for Port Blair.  
Rice for elephants.  
Sale of offal, surplus meat, etc.  
Tinning cooking utensils and steel basins.  
Water at hill stations.

*Divisional contracts for—*

Barley.  
Barrack miscellaneous articles.  
Barrack and hospital petty supplies.  
Bazar medicines for veterinary purposes.  
Coffee.  
Coir for stuffing mattresses.  
Elephant and bullock gear.  
Firewood for ration, bakery, chimneys, and mill engines.

By Local Commissariat Officer. (When this officer is a regimental officer attached only to the department, these powers shall be exercised under the control of the Chief Commissariat Officer of the Command).

By the Chief Commissariat Officer of command.



Gram.	}	By the Chief Commissariat Officer of command.
Hired carts with bullocks.		
Hospital miscellaneous articles.		
Hospital necessaries.		
Khessari.		
Khus tatties and appurtenances.		
Line gear for transport mules.		
Mati kalai for bullocks, mules, and ponies.		
Potatoes, hill and plain.		
Rice.		
Sale of hides and skins.		
Salt.		
Vegetables.		
Well gear.		
Wheat.		

<i>Circle contracts for—</i>	}	By the Commissary General.
Animal charcoal.		
Barrack suttringeas.		
Blankets.		
Carbolic powder.		
Cardigan jackets.		
Cooking utensils.		
Cotton cloth for barrack and hospital mattress and pillow cases.		
Diet and table requisites.		
Flour for bread.		
Hired camels.		
Hospital clothing and bedding.		
Kerosine oil.		
Soap.		
Socks.		
Sugar for hospitals.		
Sugar for rations.		

<i>Special contracts for—</i>	}	By the Secretary to the Government of India, Military Department, or Local Government.
Country-brewed malt-liquor.		
Meat.		
Rum.		
Sheeting.		
Tea.		

IV.—Contracts for the Clothing Department, as detailed below :—

1.—Contracts for embroideries, laces, etc.	}	By the Superintendent of Army Clothing, Bengal.
2.—Contracts for miscellaneous stores.		
3.—Contracts for locally manufactured cloths, serges, etc., in substitution of similar articles hitherto imported.		
4.—Petty contracts for any work to be done either inside or outside the Agency.		
1.—Contracts for local annual supplies, <i>i.e.</i> , all articles of local manufacture, including badges, shoulder-straps, and other articles of embroidery, and all packing materials required during the year.	}	By the Superintendent of Army Clothing, Madras.
2.—Contracts for making up hospital clothing.		
3.—Contracts for undertaking the sale of unserviceable stores, packing materials, etc.		
4.—Contracts for making up the regular clothing of the Army.		
5.—Contracts for making new colours and standards.		

V.—Contracts for the Medical Department, as specified below :—

All contracts made for the Medical Store Department.	}	By the Surgeon-General with the Government of India, or with Governments of Madras and Bombay.

VI.—Contracts and other instruments for the Army Remount Department, as detailed below:—

- 1.—Agreements with shippers for landing horses at Garden Reach, Calcutta. } By the Remount Agent, Presidency.
  - 2.—Contracts for undertaking the sale of rejected Government horses and cattle. } By the Director, Army Remount Department.
  - 3.—Contracts for the occupation of land. } By Depôt officer, with the approval of the Director, Army Remount Department.
  - 4.—Contracts for grain, fodder, or stores. } By Depôt officer, with the approval of the Director, Army Remount Department.
- VII.—Leases for grazing and instruments relating to other rights on lands under grass cultivation. } By the Special Forage Officer of each circle.

C.—In the case of the Royal Indian Marine and the Indian Troop Service:—

- 1.—Contracts for conveyance of troops, military stores, etc. } By the Secretary to the Government of India, Marine Department.
- 2.—Contracts for supply of miscellaneous marine stores, Bombay dockyard. } By the Director of the Royal Indian Marine.
- 3.—Contracts for supply of miscellaneous marine stores, Kidderpore dockyard. } By the Deputy Director of the Royal Indian Marine.
- 4.—Contracts for provisions and medical comforts, Bombay dockyard. } By the Director of the Royal Indian Marine.
- 5.—Contracts for provisions and medical comforts, Kidderpore dockyard. } By the Deputy Director of the Royal Indian Marine.
- 6.—Contracts for sailmaking, Bombay dockyard. } By the Director of the Royal Indian Marine.
- 7.—Contracts for sailmaking, Kidderpore dockyard. } By the Deputy Director of the Royal Indian Marine.
- 8.—Contracts for mess stores, Indian troop service, Bombay dockyard. } By the Resident Transport Officer.
- 9.—Contracts for washing troop bedding, Indian troop service, Bombay dockyard. } By the Resident Transport Officer.
- 10.—Contracts for labour, Kidderpore dockyard. }
- 11.—Contracts for manufacture of coir rope, Kidderpore dockyard. }
- 12.—Contracts for supply of coal, country (Bengal), Kidderpore dockyard. }
- 13.—Contracts for rivetting work, Kidderpore dockyard. } By the Deputy Director of the Royal Indian Marine
- 14.—Contracts for scraper establishment, Kidderpore dockyard. }
- 15.—Contracts for disposal of empty casks returned from Royal Navy vessels, Bombay dockyard. } By the Director of the Royal Indian Marine.
- 16.—Charter parties (hire of transport and for conveyance of troops, etc.), Bombay and Kidderpore dockyards. } By the Director of the Royal Indian Marine, and Deputy Director of the Royal Indian Marine.
- 17.—Agreements for temporary employment of engineers, engine drivers, and gunners, Bombay and Kidderpore dockyards. } By the Director of the Royal Indian Marine, and Deputy Director of the Royal Indian Marine.



D.—In the case of the Currency Department, Treasuries and Account Offices—

- 1.—Mortgage-deeds given as security in connection with the employment of officers, as Treasurers and the like in Currency Offices, and agreements entered into with such officers. } By the Head Commissioner, Commissioner or Deputy Commissioner of Paper Currency.
- 2.—Mortgage-deeds given as security in connection with the employment of officers as Treasurers in District or Sub-District Treasuries, and agreements entered into with such officers. } By Collectors or Deputy Commissioners of Districts.
- 3.—Mortgage-deeds given as security in connection with the employment of Treasurers, Cashiers or Clerks in Account Offices, charged with the disbursement of money or the custody and handling of securities. } By the Head of the office.

E.—In the case of the Public Works Department (subject to any limits fixed in Departmental orders) :—

- I.—All instruments relating to purchase, supply and conveyance or carriage of materials, stores, machinery, etc. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- II.—All instruments relating to the execution of works of all kinds, connected with Railways, open or under construction, buildings, bridges, roads, canals, tanks, reservoirs, docks and harbours and embankments, and also instruments relating to the construction of water-works, sewage-works, the erection of machinery, and the working of coal-mines. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- III.—Security bonds for the due performance and completion of works. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- IV.—Security bonds for the due performance of their duties by Government servants whom the officers specified have power to appoint. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- V.—Leases for grazing cattle on canal banks or roadsides; for fishing in a canal; for the cultivation of land under the Irrigation Department; leases of water for irrigation and other purposes, and leases of water-power; and instruments relating to the sale of grass, trees, or other produce on roadsides or in plantations. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Divisional officers in the Buildings and Roads and Irrigation Branches, and in Bengal by Sub-divisional officers of the Irrigation Branch.

- VI.—Leases of houses, land, or other immoveable property, provided that the rent reserved shall not exceed Rs5,000 a month. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- VII.—All instruments connected with the re-conveyance of property given as security. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- VIII.—Instruments connected with the collection or farming of tolls at bridges or ferries or other means of communication provided by the Railway, or by the Local Government. } By Chief Engineers, Superintending Engineers, Superintendents of Works, Executive Engineers in the Buildings and Roads and Irrigation Branches, Managers, Engineers-in-Chief, Superintendents of Works, and Executive Engineers in the Railway Branch.
- IX.—Contracts connected with the loading and unloading of goods and for other matters necessary for, or incidental to, traffic working. } By Managers of State Railways.
- X.—Contracts connected with the sale of scrap, ashes, and other surplus material. } By Managers of State Railways.
- XI.—Agreements for the recovery of fines on account of drift wood or other timber passing into a canal. } By Chief Engineers, Superintending Engineers, Superintendents of Works, and Executive Engineers in the Irrigation Branch.
- XII.—Agreements for the interchange of traffic with other State Railways. } By Managers of State Railways.
- XIII.—Agreements with private or guaranteed Railway Companies, Tramway Companies, and other carrying Companies. } By Managers of State Railways.
- XIV.—Agreements with covenanted Engine-drivers on the expiry of the term of their original covenants. } By Managers of State Railways.
- XV.—Agreements with monthly non-pensionable European, Eurasian, and Native employes on State Railways, defining the terms and conditions of service to be entered into on entering the service of Government. } By Managers, Engineers-in-Chief, Locomotive Superintendents, Traffic Superintendents, Examiners of Accounts, Chief Storekeepers; and Executive Engineers in charge of Divisions, District Locomotive Superintendents, and District Traffic Superintendents in the Railway Branch.
- XVI.—All deeds and instruments relating to any matters other than those specified in heads I to XV. } By Secretaries and Joint Secretaries of Local Governments.
- F.—In the case of the Telegraph Department—
- I.—Contracts and other instruments for works and stores. } By the Director and Deputy Director-General of Telegraphs and the Director of Construction, by Superintendents and Assistant Superintendents of Telegraphs, subject to the limit fixed by Departmental orders.
- II.—Leases of houses to the Telegraph Department, containing, where necessary, an agreement making the Government liable for loss by fire caused by the act of the lessee; provided that the rent reserved in such lease shall not exceed Rs500 a month. } By the Director and Deputy Director-General of Telegraphs.
- III.—Contracts and other instruments for securities deposited by Telegraph subordinates. } By Superintendents and Assistant Superintendents of Telegraphs, subject to the limit fixed by Departmental orders.



G.—In the case of the Post Office—

I. Contracts and other instruments relating to the business of the Post Office. } By the Director-General of the Post Office.

II. Contracts and other instruments relating to the business of the Post Office managed by a Post Master General or Officer exercising the powers of a Post Master General. } By such Post Master General or Officer exercising the powers of a Post Master General subject to any limit prescribed by Departmental orders.

H.—In the case of the Civil Medical Department under the Government of India—

Contracts or other instruments relating to the Medical Department. } By the Surgeon-General with the Government of India.

I.—In the case of the Forest Department—

Contracts and other instruments in matters connected with the administration and working of forests and with the business of the Forest Department generally. } By Conservators, Collectors of Districts, Deputy, Assistant, Extra Deputy, and Extra Assistant Conservators of Forests to such extent and within such limits as the Local Government may prescribe by notification in the official Gazette.

J.—In the territories under the administration of the Government of Madras, as regards contracts, etc., not hereinbefore specified—

I.—In the case of the Governor in Council—  
All deeds and instruments relating to any matters other than those specified in heads II to V. } By a Secretary to Government.

II.—Contracts and other instruments for the purchase, supply, conveyance or carriage of building materials, stores, machinery, etc., and the provision of labour for building or other work, and such like engagements. } By Collectors of Districts, Sub-Collectors, Assistant and Deputy Collectors in charge of Divisions; Inspector-General, Deputy Inspector-General, and Superintendents of Police; Commissioner of Police, Madras; Inspector-General of Jails, Superintendent of Stationery; and the Presiding Port Officer and Port Officers.

III.—Contracts and other instruments relating to the Medical Department } By the Surgeon-General with the Government of Madras.

IV.—(a) All contracts, deeds or other agreements relating to the execution of salt works, or the purchase, sale or transport of salt, the supply of labour, stores, building materials, etc., and any other like engagements relating to the salt revenue or the business of the Salt Department. } By the Commissioner of Salt, Abkari, and Separate Revenue.

(b) All contracts, deeds or other agreements relating to the execution of salt works, or the purchase, sale or transport of salt, the supply of labour, stores, building materials, etc., and any other like engagements relating to the salt revenue, or the business of the Salt Department within their respective jurisdictions and within the limit of value of Rs5,000; and contracts or agreements for the import of foreign salt on credit, for payment of the duty leviable thereon, or contracts or agreements for the clearance of salt under the credit system on the deposit of securities within the limit of value of Rs50,000. } By the Deputy Commissioners of Salt and Abkari Revenue.

- (c) Leases granted to manufacturers of salt in blocks of land in Government factories, when the estimated value of the land concerned does not exceed R250. } By Deputy Commissioners of Salt and Abkari Revenue.
- (d) Contracts or agreements for the import of foreign salts on credit, for payment of the duty leviable thereon, or contracts or agreements for the clearance of salt under the credit system wholesale on the deposit of securities within the limit of value of R10,000. } By Assistant Commissioners of Salt and Abkari Revenue.
- V.—Contracts and other instruments relating to matters connected with the Educational Department. } By the Director of Public Instruction.
- K.—In the territories under the administration of the Government of Bombay, as regards contracts, etc., not hereinbefore specified—
- I.—All deeds and instruments relating to matters other than those specified in heads II to VII and IX to XIV and XVI to XXI. } By a Secretary to Government.
- II.—Contracts for the supply of articles of dead stock, or petty supplies. } By the Government officer for whose use such articles or petty supplies are required, or by any Government officer to whom such officer is subordinate.
- III.—Contracts for the sale of useless articles. } By the Government officer in whose office such useless articles are, or by any Government officer to whom such officer is subordinate.
- IV.—Contracts for lease or sale of Government buildings. } Jointly by the chief local officer of the Department in whose charge, and the chief local officer of the district in which such buildings are.
- V.—Contracts for hire or purchase of buildings for Government. } Jointly by the chief local officer of the Department for which, and the chief local officer of the district in which, such buildings are to be hired or purchased.
- VI.—Contracts and other instruments for the purchase, supply, and conveyance or carriage of building materials, stores, machinery, etc., and contracts for petty constructions and repairs, and for public works of every description which are not executed by the Public Works Department. } Jointly by the chief local officer of the Department by which, and the chief local officer of the district in which, such works are to be executed, or by an Assistant or Deputy Collector if the work is executed by the Revenue Department.
- VII.—Sanads—
- (a) continuing or confirming exemption from payment of land revenue, or
- (b) continuing or confirming any pension or grant of money or land revenue, or
- (c) confirming watan-service—commutation settlements, or
- (d) guaranteeing cash payments in lieu of abkari or other rights, or
- (e) granted under section 133 of the Bombay Land Revenue Code, 1879, or any other law for the time being in force relating to the survey of towns and cities. } By Collectors of Districts.



- VIII.—Deeds, contracts, and instruments relating to land, or to any benefit arising out of land, or to water, or to any benefit arising out of water, or to land revenue. } In the City of Bombay, by a Secretary to Government; elsewhere, by Collectors of Districts; or in any business connected with the duties of the Talukdari Settlement Officer, by that officer.
- IX.—Contracts for the farm of tolls, taxes, duties, cesses, or revenues of any description. } By Collectors of Districts, or by the heads of the Departments by which such tolls, duties, cesses or revenues are levied.
- X.—Contracts for the erection or repair of boundary marks. } By Survey Officers or Revenue Officers not lower in rank than Mahalkaris.
- XI.—Contracts for the supply of stationery, etc., to the Superintendent of Stationery. } By the Superintendent of Stationery, Bombay.
- XII.—Contracts for the supply of articles of any description for the use of jails or regarding the sale of articles manufactured in jails. } By the Inspector-General of Prisons, Bombay, or by the Superintendents of Jails.
- XIII.—Security bonds for the due performance of their duties by Government servants whom the Inspector-General of Prisons has power to appoint. } By the Inspector-General of Prisons or by the Superintendents of Jails.
- XIV.—Contracts for the supply of articles procured in the local markets for the Police. } By the Commissioner of Police in the City of Bombay; and elsewhere, by the Inspector-General of Police, or by District Superintendents of Police.
- XV.—Deeds, contracts, and instruments relating to salt revenue or to the business of the Salt Department, or to the land, buildings or other property in the control of that Department, other than contracts of the nature specified above in Articles I to VI. } In Sind, by the Commissioner in Sind or by the head of the Salt Department in that Province, or by Collectors of Districts; and elsewhere, by a Secretary to Government, or by the Collector of Salt Revenue, Bombay.
- XVI.—Contracts entered into with normal scholars and apprentices in Engineering or Industrial Colleges, etc. } By Educational Inspectors or by the Principals of such Colleges.
- XVII.—Agreements and deeds entered into with Managers of Educational Institutions in respect of Government grants-in-aid up to Rs.1,000 or in respect of the lease of Government school buildings. } By the Director of Public Instruction, Bombay.
- XVIII.—Contracts for the supply of articles procured in the local markets for hospitals, lunatic asylums, etc. } By the local Medical Officers in charge of such hospitals, asylums, etc.
- XIX.—Deeds, contracts, and instruments of every description relating to the administration of Aden. } By the Political Resident, Aden.
- XX.—Contracts for the purchase and supply of stores and building materials and for the provision of labour, also indentures to bind apprentices at the Mint for a definite term. } By the Mint Master, Bombay.
- XXI.—Deeds, contracts, and instruments of every description not included in any of the foregoing articles. } In Sind, by the Commissioner in Sind.
- L.—In the territories under the administration of the Government of Bengal, as regards contracts, etc., not hereinbefore specified:—
- I.—In the case of the Lieutenant-Governor—  
All deeds and instruments relating to matters other than those specified in heads II to VII. } By the Secretary to the Government of Bengal in the Revenue and General Departments.

- II.—Contracts for the supply of stationery (and Bonds of employés when it is necessary that they should be executed by the obligee), etc., to the Superintendent of Stationery. } By the Superintendent of Stationery, Calcutta.
- III.—Contracts for supply of clothing, etc., for the Police. } By the Commissioner of Police, Calcutta, and the Inspector-General of Police, Bengal.
- IV.—Contracts for the supply of articles, etc., for the use of jails, or regarding the sale of articles manufactured in jails. } By the Inspector-General of Jails, Bengal.
- V.—Contracts for the supply of articles, and for repairing, cutting, etc., roads and canals. } By Collectors of Districts.
- VI.—Contracts for the supply of articles procured in the local markets for hospitals, lunatic asylums, etc. } By the local Medical Officers in charge of such hospitals, asylums, etc.
- VII.—Contracts and other instruments in matters connected with the lease or sale of land. } By Collectors of Districts and Deputy Commissioners.
- VIII.—Contracts for the purchase and supply of stores and building materials and for the provision of labour; also indentures to bind apprentices at the Mint for a definite term. } By the Mint Master, Calcutta.
- M.—In the territories under the administration of the Government of the North-Western Provinces and Oudh, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Lieutenant-Governor and Chief Commissioner—  
All deeds and instruments relating to matters other than those specified in heads II to IV. } By a Secretary to Government.
- II.—Contracts and other instruments for sums not exceeding Rs2,000 except those which affect real estate. } By all Heads of Departments.
- III.—Contracts and other instruments at present executed by Collectors, Deputy Commissioners, and Deputy Collectors. } By Collectors and Deputy Commissioners.
- IV.—Contracts and other instruments for a sum not exceeding Rs500, and not affecting real estate. } By subordinate officers appointed by Heads of Departments with the approval of the Local Government.
- N.—In the territories under the administration of the Government of the Punjab, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Lieutenant-Governor—  
All deeds and instruments relating to matters other than those specified in heads II to IV and VI and VII. } By a Secretary to Government.
- II.—Contracts and other instruments connected with leases of land, ferries, dues for grazing cattle on places other than canal banks, fisheries, *nazul* lands and buildings, spontaneous products and minerals, execution of minor works not under the Public Works Department, and the supply of necessities for depôts. } By Deputy Commissioners.
- III.—Instruments relating to the sale of waste lands. } By Deputy Commissioners.
- IV.—Contracts relating to any matter falling within their ordinary jurisdiction. } By Deputy Commissioners.



- V.—(a) Instruments of free grant of proprietary right in land.  
 (b) Instruments whereby property is mortgaged to the Government as security for a loan.  
 (c) Instruments of exchange of land. } By a Secretary to Government and Deputy Commissioners.
- VI.—Contracts for the supply of clothing, etc., for the Police. } By the Inspector-General of Police.
- VII.—Contracts for the supply of articles for use in jails, or regarding the sale of articles manufactured in jails. } By the Inspector-General of Prisons.
- O.—In the territories under the administration of the Chief Commissioner of the Central Provinces, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Chief Commissioner—  
 All deeds and instruments relating to matters other than those specified in head II. } By his Secretary.
- II.—Contracts and other instruments in matters connected with the lease or sale of land. } By Deputy Commissioners.
- P.—In the territories under the administration of the Chief Commissioner of Burma, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Chief Commissioner—  
 All deeds and instruments relating to matters other than those specified in heads II to IV. } By a Secretary to the Chief Commissioner.
- II.—Contracts and other instruments for the supply of stores, rations, clothing, etc. } By the Heads of the Jail and Police Departments.
- III.—Contracts and other instruments relating to matters connected with their respective Departments. } By all Heads of Departments.
- IV.—Contracts and other instruments connected with the lease or sale of land and fisheries; and contracts relating to any matter falling within their ordinary jurisdiction. } By Deputy Commissioners.
- Q.—In the territories under the administration of the Chief Commissioner of Assam, as regards contracts, etc., not hereinbefore specified—
- I.—In the case of the Chief Commissioner—  
 All deeds and instruments relating to matters other than those specified in heads II to V. } By his Secretary.
- II.—Contracts and other instruments in matters connected with the lease or sale of land, ferries and fisheries, spontaneous products and minerals, for the supply of stores, building materials, labour, and such like engagements. } By Deputy Commissioners.
- III.—Contracts and other instruments connected with temporary leases of land or of other rights, dues or property of Government or for the supply of stores, building materials, labour, and such like engagements when such contract, instrument or engagement does not exceed the value of Rs500. } By Assistant Commissioners and Sub-divisional Officers.
- IV.—Contracts and other instruments connected with leases of land. } By Extra Assistant Commissioners and Settlement Officers.

- V.—Contracts for the supply of articles required for the use of the Department, and other instruments connected with the administration of the Department. } By all Heads of Departments.
- R.—In the case of the Chief Commissioner of Coorg as regards contracts, etc., not hereinbefore specified. } By his Secretary.
- S.—In the Hyderabad Assigned Districts, as regards contracts, etc., not hereinbefore specified—
- I.—All deeds and instruments relating to matters other than those specified in heads II and III. } By the Resident at Hyderabad, the First Assistant Resident, Commissioners, and Deputy Commissioners in the Hyderabad Assigned Districts.
- II.—Contracts for the supply of clothing, etc., for the Police. } By the Inspector-General of Police.
- III.—Contracts for the supply of articles required for jails. } By the Inspector-General of Jails.
- T.—In British Baluchistan and the territories administered by the Agent to the Governor-General in Baluchistan as such Agent—
- I.—All deeds and instruments relating to matters other than those specified in heads II to V. } By the First Assistant to the Agent to the Governor General and Chief Commissioner.
- II.—Contracts and other instruments for the supply of stores, clothing, etc. } By Heads of Departments concerned.
- III.—Contracts and other instruments relating to matters connected with their respective Departments. } By all Heads of Departments.
- IV.—Contracts and other instruments connected with the lease or sale of land, or whereby land is mortgaged to Government in security for a loan, and contracts and instruments relating to any matter falling within their ordinary jurisdiction, including the execution of civil works not under the Public Works Department. } By Political Agents and Deputy Commissioners.
- V.—Sanads—
- (a) containing or conferring exemption from payment of land revenue;
- (b) containing or confirming any pension or grant of money connected with the land revenue;
- (c) contracts and instruments relating to any matter falling within jurisdiction of the Settlement Department. } By the Revenue Commissioner.
- U.—Agreements for the recovery of advances under the Land Improvement Loans Act, XIX of 1883, and the Agriculturists' Loans Act, XII of 1884. } By District Officers.

ORDER.—Ordered that the above Resolution be communicated to Local Governments and Administrations and the several Departments of the Government of India for information and guidance; and that it be also published in the Supplement to the *Gazette of India*.

(True Extract.)

J. P. HEWETT,

*Offg. Secretary to the Government of India.*





SUPPLEMENT TO  
**The Gazette of India.**

No. 14.}

SIMLA, SATURDAY, APRIL 6, 1895.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, March 23rd, 1895.**

**General Summary.**—Fairly uniform pressure conditions have prevailed throughout the Indian region during the greater part of the week under review. During the early part of the week pressure was relatively high in the north-west of India, and relatively low over Bengal and the Gangetic plain, but on Thursday (21st) a change commenced. The barometer then began to fall briskly in the north-west and to rise in the north-east, so that conditions during the next two days were the reverse of those prevailing at the commencement of the week, high pressures being reported from Assam and Bengal, and a slight depression from the Punjab. More or less variable winds and fair weather prevailed during the continuance of uniform pressures, but on Thursday easterly winds set in up the Gangetic plain, and on the last two days strongish cyclonic winds blew over North-Western India. Rain commenced in Baluchistan, Kashmir, and the extreme north-west of India on Friday, but the amounts received were not large.

In Southern India fine weather with variable winds and about the normal temperatures has prevailed steadily.

**Daily Summary.**—*Sunday.*—The pressure changes were generally unimportant. Barometric readings were about normal in North-Western India, but were below the normal in North-Eastern India, and over the west coast of the Peninsula. The wind directions varied considerably, and, except at Darjeeling and Gnatong where the force was strong, the winds were light or moderate. Temperature had increased slightly in Burma and Bengal, and decreased elsewhere, the reduction in North-Western and Central India and the North Deccan having been more or less rapid. The mean temperature was between 2° and 8°

lower than usual in the north-west and centre of the country. Showery weather continued in Cachar, and thundershowers were received at numerous stations in the Central Provinces, Berar, and Chota Nagpur.

*Monday.*—Pressure had increased everywhere. Pressure conditions were approximately normal, and readings fairly uniform. Wind directions were very variable, and calms were reported in the Punjab. Temperature had changed considerably and irregularly. It had fallen in Bengal, Madras, and the Central Provinces, risen in Burma, Central India, and Rajputana. The mean temperature was  $5^{\circ}$  above the normal in Burma, and Lower and Central Burma was the hottest area in the Indian region. Thundershowers had occurred in East Bengal, Chota Nagpur, and the Central Provinces.

*Tuesday.*—Pressure had increased briskly over North-Eastern India, but had changed slowly and irregularly elsewhere. Readings remained very uniform. Winds were again generally irregular in direction, but the force in many places was somewhat stronger than on Monday. Temperature had recovered again in Bengal, while it had decreased in the North-Western Provinces, the Central Provinces, and Central India. The mean temperature was in defect of the normal in the Central Provinces ( $6^{\circ}$ ), in Central India ( $5^{\circ}$ ), in Sind, Rajputana, and the Punjab ( $4^{\circ}$ ), in the North-Western Provinces ( $3^{\circ}$ ), and in Madras ( $2^{\circ}$ ). On the contrary, it was in excess in Burma, Bengal, and Assam. Central Burma was again the hottest part of the Indian region. Thundershowers had again occurred in the Central Provinces, Bundelkhand, Baghelkhand, and West Bengal.

*Wednesday.*—The pressure changes were again unimportant, and readings were again fairly uniform, though somewhat lower in Burma and Southern India than elsewhere. Pressure was in slight defect in Burma, and in more or less excess elsewhere. Moderate to light winds irregular in direction prevailed generally. Thunderstorms had occurred over the same area as on the 19th, and had extended southward into the Deccan. Temperature had fallen briskly in Burma and rapidly in Bengal, and the mean was below the normal average very generally. The hottest part of India was the Madras Deccan.

*Thursday.*—An important change had occurred in the north-west, where pressure had given way rapidly over Baluchistan and the Punjab. Elsewhere the barometer was generally steady. Pressure was in moderate excess in parts of North-Eastern and Central India, and was about normal in other places. The winds were beginning to shift to east in Bengal and the Gangetic plain, but there was no other change of importance. Temperature had fallen in Bengal, while it had begun to rise again in North-Western and Central India. The mean temperature was largely below the normal in the central and north-eastern parts of the country, and was more or less below generally. Central Madras was again the hottest part of the Indian region.

*Friday.*—Pressure had risen briskly in north-east, and fallen slightly to briskly in the north-west of India, while elsewhere the changes were small. A depression was forming over the South-West Punjab and Upper Sind, while readings were high, and considerably above the normal in Bengal and Assam. Winds were north-easterly to easterly in Bengal and Assam, and very irregular elsewhere. Though temperature had increased, except over Madras and Burma, the mean temperature was still below the normal average very generally. The hottest region was now Gujarat. Rain was confined to a few stations in the extreme north-east.

*Saturday.*—Pressure had decreased almost everywhere, and the depression over the western desert had developed. Within the area of disturbance pressure was in considerable defect, while in North-Eastern India, on the contrary, pressure read above the normal. Easterly and south-easterly winds prevailed up the Gangetic plain, and rain had fallen in Baluchistan, Kashmir, and the north of the Punjab. Temperature had fallen over Burma, the Indian Peninsula, and at the hill stations, and risen elsewhere. The mean temperature was in excess, except in Burma and Madras. The hottest region was Gujarat, where a day temperature of  $104.2^{\circ}$  was registered.

**Temperature.**—During the week temperature was generally lower than usual, except in Burma, but temperature has been very unsteady, and the variations from the normal have changed largely from day to day. Thus in Burma there



was a mean excess of  $4.9^{\circ}$  on the 18th, and a mean deficiency of  $1.7^{\circ}$  on the 23rd, in Bengal and Assam an excess of  $3.6^{\circ}$  on the 17th, and a deficiency of  $7.8^{\circ}$  on the 21st, and in Sind and Rajputana a deficiency of  $5.3^{\circ}$  on the 17th, and an excess of  $3.1^{\circ}$  on the 23rd.

The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

PROVINCE.	MARCH 1895.							Mean variation of week.
	17th	18th	19th	20th	21st	22nd	23rd	
	0	0	0	0	0	0	0	0
Burma . . . . .	+1.6	+4.9	+3.4	+1.0	+1.3	-0.8	-1.7	+1.4
Bengal and Assam . . . . .	+3.6	-1.4	+1.2	-2.9	-7.8	-5.7	-3.5	-2.4
North-Western Provinces and Oudh . . . . .	+1.0	-0.6	-3.4	-4.7	-5.1	-3.3	-1.8	-2.6
Punjab . . . . .	-2.3	-2.1	-3.5	-2.9	-1.5	-0.1	+2.9	-1.4
Bombay . . . . .	-0.5	+1.2	-0.3	-1.6	-1.3	+0.3	+0.9	-0.2
Central Provinces and Berar . . . . .	-0.2	-3.0	-6.1	-7.5	-7.7	-5.7	-3.0	-4.7
Central India and Gujarat . . . . .	-6.2	-1.9	-4.9	-5.5	-4.4	-1.9	-0.4	-3.6
Sind and Rajputana . . . . .	-5.3	-4.0	-4.4	-4.1	-1.7	-0.6	+3.1	-2.4
Madras . . . . .	+0.1	-1.4	-1.8	+0.3	+0.3	+0.1	-0.7	-0.4
Mean for whole of India . . . . .	-0.9	-0.9	-2.2	-3.1	-3.1	-2.0	-0.5	-1.8

The mean temperature of the week was  $1\frac{1}{2}^{\circ}$  in excess in Burma, and about normal in Bombay and Madras, but was between  $1\frac{1}{2}^{\circ}$  and  $2\frac{1}{2}^{\circ}$  in defect in the other provinces. The coolest days were the 20th and 21st, when the mean temperature of the whole of India was  $3.1^{\circ}$  below the average.

Accompanying the large changes in temperature above described, there has occurred a large change in the position of the area of highest day temperatures within the Indian region. Thus the maximum day temperature reported on the—

17th was  $103.2^{\circ}$  at Cuddapah.  
 18th „  $103.6^{\circ}$  „ Thayetmyo.  
 19th „  $104.6^{\circ}$  „ Ditto.  
 20th „  $102.2^{\circ}$  „ Cuddapah.  
 21st „  $101.7^{\circ}$  „ Ditto.  
 22nd „  $102.9^{\circ}$  „ Deesa.  
 23rd „  $104.2^{\circ}$  „ Surat.

Thus during the week the highest day temperatures passed from Central Burma to Central Madras and from Central Madras to Gujarat.

**Rainfall.**—The greater part of the rain which was received during the week under review was attributable to thundershowers which occurred over Assam, Bengal, the central parts of the country, and even as far south as the Deccan. These thunderstorms were developed during the relatively uniform conditions of pressure which prevailed from the 17th to the 21st, and ceased suddenly with the appearance of the depression over the western desert at the close of the week. On Friday, the 22nd, rain commenced in the extreme north-west, and at 8 A.M. on the 23rd rainy weather was reported from several stations on the north-west frontier. The average actual rainfall of the week was heaviest (1.45 inches) in the Surma Division of Assam; this was followed by 0.74 inch in the Central Division of the Central Provinces, by 0.70 inch in the Brahmaputra Division of Assam, and by 0.53 inch in the northern division of Bengal. In all the other divisions reporting rainfall the average fall was under 0.50 inch. The rainfall was generally below the normal, except in some of the Central and Bengal Divisions. The station of Thal in the Kohat district of the Punjab had a total fall of 5.30 inches during the week.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MARCH 23RD, 1895.			RAINFALL DATA FROM MARCH 3RD TO MARCH 23RD, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to March 23rd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	0	0'09	— 0'09	0'05	0'17	— 71
	Lower Burma . . . . .	0	0'01	— 0'01	0	0'01	— 100
	Central Burma . . . . .	0	0	0	0	0'06	— 100
	Upper Burma . . . . .	0'04	?	?	0'06	?	?
	Arakan . . . . .	0	0'10	— 0'10	0	0'23	— 100
BENGAL AND ASSAM	Eastern Bengal . . . . .	0'28	0'45	— 0'17	0'50	1'50	— 67
	Assam (Surma) . . . . .	1'45	2'28	— 0'83	2'36	5'52	— 57
	Do. (Brahmaputra) . . . . .	0'70	0'73	— 0'03	2'01	2'22	— 9
	Deltaic Bengal . . . . .	0'37	0'28	+ 0'09	0'40	0'92	— 57
	Central Bengal . . . . .	0'15	0'12	+ 0'03	0'32	0'50	— 36
	North Bengal . . . . .	0'53	0'41	+ 0'12	0'62	0'90	— 31
	Orissa . . . . .	0'16	0'23	— 0'07	0'16	0'68	— 76
	Chota Nagpur . . . . .	0'30	0'11	+ 0'19	0'63	0'77	— 18
	Bihar (South) . . . . .	0'02	0'05	— 0'03	0'04	0'25	— 84
	Do. (North) . . . . .	0'06	0'05	+ 0'01	0'07	0'28	— 75
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East) . . . . .	0'05	0'04	+ 0'01	0'21	0'17	+ 24
	Do. (Submontane) (a) . . . . .	0	0'04	— 0'04	0'19	0'21	— 10
	Oudh (South) . . . . .	0	0'05	— 0'05	0'35	0'22	+ 59
	Do. (North) . . . . .	0	0'06	— 0'06	0'23	0'32	— 28
	North-Western Provinces (Central) . . . . .	0'01	0'06	— 0'05	0'29	0'22	+ 32
	North-Western Provinces (West) . . . . .	0	0'09	— 0'09	0'16	0'31	— 48
PUNJAB	North-Western Provinces (Submontane) (b) . . . . .	0	0'17	— 0'17	0'04	0'94	— 96
	Punjab (South) . . . . .	0	0'10	— 0'10	0'17	0'30	— 56
	Do. (Central) . . . . .	0	0'06	— 0'06	0'11	0'38	— 71
	Do. (Submontane) . . . . .	0	0'12	— 0'12	0'10	0'77	— 87
	Do. (Hill Districts) . . . . .	0	0'35	— 0'35	0'71	2'00	— 65
	Do. (North-West) . . . . .	0'40	0'47	— 0'07	1'88	1'25	+ 50
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Do. (West) . . . . .	0'02	0'15	— 0'13	1'13	0'40	+ 183
	Malabar . . . . .	0'10	0'41	— 0'31	0'25	0'73	— 66
	Madras (South Central) . . . . .	0	0'32	— 0'32	0'03	0'54	— 94
	Coorg . . . . .	0	0'22	— 0'22	0'18	0'66	— 73
	Mysore . . . . .	0'01	0'11	— 0'10	0'01	0'21	— 95
	Konkan . . . . .	0	0'02	— 0'02	0	0'03	— 100
	Bombay Deccan . . . . .	0'01	0'07	— 0'06	0'03	0'11	— 73
	Hyderabad (North) . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	Khandesh . . . . .	0'02	0'01	+ 0'01	0'07	0'01	+ 600
	Berar . . . . .	0'21	0'04	+ 0'17	0'23	0'17	+ 35
	Central Provinces (West) . . . . .	0'16	0'12	+ 0'04	0'36	0'16	+ 125
	Ditto (Central) . . . . .	0'74	0'16	+ 0'58	1'06	0'36	+ 196
BOMBAY (NORTH)	Ditto (East) . . . . .	0'60	0'13	+ 0'47	0'65	0'51	+ 27
	Gujarat . . . . .	0	0	0	0	0	0
	Kathiawar . . . . .	0	0	0	0	0'08	— 100
RAJPUTANA AND CENTRAL INDIA.	Sind . . . . .	0	0'01	— 0'01	0'57	0'19	+ 200
	Central India (East) . . . . .	0'03	0'05	— 0'02	0'34	0'09	+ 278
	Rajputana (East), Central India (West) . . . . .	0	0'02	— 0'02	0'47	0'13	+ 261
	Rajputana (West) . . . . .	0	0'01	— 0'01	0'36	0'03	+ 1100
MADRAS	East Coast (North) . . . . .	0'03	0'10	— 0'07	0'03	0'31	— 90
	Ditto (ditto) (a) . . . . .	0	0'44	— 0'44	0	0'60	— 100
	Hyderabad (South) . . . . .	0'12	0'12	0	0'12	0'47	— 74
	Madras (Central) . . . . .	0'01	0'04	0'03	0'01	0'10	— 90
	East Coast (Central) . . . . .	0	0'09	— 0'09	0	0'20	— 100
	Ditto (South) . . . . .	0	0'21	— 0'21	0	0'32	— 100
	Madras (South) . . . . .	0	0'43	— 0'43	0	0'79	— 100

W. L. DALLAS,

Asst. Meteorological Reporter to the  
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

SIMLA, 28th March 1895.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, March 30th, 1895.

**General Summary.**—The unsettled weather which prevailed over North-Western India at the close of the previous week continued into the week under review. A large area within which pressure was in very large defect overlay North-Western India, and to the northward and westward of this area rain and strong winds were reported. This depression lasted during the 25th, on which day rain was reported from a large number of the stations in the extreme north-west of India, but by the morning of the 26th it had disappeared, and been succeeded by a very rapid barometric rise in North-Western India. Between the 26th and the morning of the 30th pressure became steadily more uniform throughout India, and the weather was quiet and fine almost everywhere. On the 30th pressure began to fall briskly in the extreme north-west, and rain commenced at Peshawar and Cherat.

A wave of low temperature followed the depression and rainfall of the early part of the week, and, except on the 24th, the general temperature of India was in defect of the average. The coolest day was the 27th, when in the North-Western Provinces, the Central Provinces, Berar, Central India, and Gujarat there was a deficiency of  $5^{\circ}$  or more in the mean temperature as compared with the normal.

**Daily Summary.**—*Sunday.*—A large low pressure area overlay North-Western India, the barometer at Peshawar, Dera Ismail Khan, and Jacobabad reading  $0.20$  inch below the normal average. From the low pressure area readings steadily increased, and were highest in Assam, Burma, and the south of the Peninsula. The depression in the north-west influenced the winds over a large part of Northern India, the force having been strong to a gale over North-Western India, but over the Peninsula and North-Eastern India the directions were variable, and the force generally light. Rain had fallen at the hill stations in the extreme north-west, as well as at a few places in the neighbouring plains. The heaviest amounts were  $1.10$  inches at Murree, and nearly  $\frac{3}{4}$  inch at Astor and Cherat. The mean temperature was in defect in Madras, in excess in the Punjab, Sind, and Rajputana, and about normal in the other provinces.

*Monday.*—A rapid recovery of pressure had occurred over North-Western India, except over the east of the Punjab, and a slight fall over North-Eastern India, while over the Peninsula the barometer had been steady. A depression was shown over the east of the Punjab, and a second over the east of the North-Western Provinces and Bihar. The winds were cyclonic and strong to a gale in the neighbourhoods of the two depressions, while they were generally southerly over the Bay, and northerly over the east of the Arabian Sea. Rain had fallen over the north and east of the Punjab and the west of the North-Western Provinces. At Murree and Srinagar the amount received was nearly 2 inches, but elsewhere the falls were light. Temperature was in excess of the average in the North-Western and Central Provinces, and normal or below the normal elsewhere. In the Punjab the deficiency was as much as  $4\frac{1}{2}^{\circ}$ .

*Tuesday.*—Pressure had decreased slightly in North-Eastern India and in the south of the Peninsula, and had increased elsewhere, the rise being very rapid in the north-west and centre. Pressure was lowest over North-Eastern India, and highest in the north of the Punjab, but the two depressions noticed on the previous day had ceased to exist. The winds varied considerably in direction, but were still strong in force in several parts of the country. The mean temperature was almost everywhere low, the abnormal deficiency being as much as  $6.9^{\circ}$  in Central India and Gujarat, and  $6.0^{\circ}$  in the Punjab. Rain in small or moderate amounts had occurred at several stations, but principally in the north-east.

*Wednesday.*—Pressure had fallen briskly in North-Western India, but elsewhere the barometer was steady or nearly so. A large low pressure area overlaid the trans-Gangetic portions of the North-Western Provinces and North Bengal, while pressure was high in the west of the Punjab and in Kathiawar. Winds were generally westerly down the Gangetic plain and across Bengal. Elsewhere the directions varied considerably. The mean temperature remained below the normal average, the greatest abnormal deficiency being  $5.7^{\circ}$  in Gujarat and Central India. Light rain had fallen at a few north-eastern stations, and snow had occurred at Gnatong.

*Thursday.*—Pressure had risen briskly to rapidly over North-Eastern India, and had been nearly steady elsewhere. Pressure had hence become much more uniform. The winds were very little changed, and had again been strong down the Gangetic plain. Temperature had risen at most stations, and the mean was about normal in Burma, Bombay, and Madras, but elsewhere the deficiency previously noticed continued. The only rainfall reported was a shower at Colombo.

*Friday.*—Pressure changes had been generally slight, and the barometric readings throughout India were generally very uniform. Winds were generally variable in direction, and light or moderate in force, while calms prevailed in the north-west. Temperature had continued to increase in Northern India, but had fallen in Burma and the Peninsula. The mean temperature was about normal in Bengal, Assam, the Punjab, Bombay, Sind, Rajputana, and Madras, but was still below the normal elsewhere. A light shower of rain was again reported from Colombo.

*Saturday.*—The barometer had fallen briskly over North-Western India, but pressure was nearly normal over the greater part of the country. Winds continued variable in direction, and calms were reported from several northern and central stations. The temperature changes had been irregular. The mean temperature had been normal in Bengal, the Punjab, Bombay, Sind, and Rajputana, in slight excess in the Central Provinces, and in slight defect in Madras, Central India, the North-Western Provinces, and Burma. Showers were reported from a few north-western and north-eastern stations.

**Temperature.**—The following table gives the variations from the normal temperature of the different provinces of India for each day of the week :

PROVINCE.	MARCH 1895.							Mean variation of week.
	24th	25th	26th	27th	28th	29th	30th	
	0	0	0	0	0	0	0	0
Burma . . . . .	—0.9	—0.4	—0.6	—1.5	—0.1	—1.0	—1.1	—0.8
Bengal and Assam . . . . .	—0.9	—0.1	+0.9	—2.4	—2.1	—0.9	+0.9	—0.7
North-Western Provinces and Oudh . . . . .	+0.6	+2.1	—4.7	—5.0	—4.0	—1.7	—1.1	—2.0
Punjab . . . . .	+1.1	—4.5	—6.0	—4.6	—2.1	—0.6	+0.2	—2.4
Bombay . . . . .	+0.7	+0.6	—2.3	—0.6	+0.5	+0.7	+0.4	0
Central Provinces and Berar . . . . .	+0.1	+2.7	—3.0	—5.4	—3.6	—1.4	+1.3	—1.3
Central India and Gujarat . . . . .	+0.5	—1.5	—6.9	—5.7	—3.3	—2.0	—2.1	—3.0
Sind and Rajputana . . . . .	+4.3	—1.1	—4.7	—4.6	—2.6	—0.8	—0.6	—1.4
Madras . . . . .	—1.0	—0.9	—0.7	—0.4	—0.3	—0.8	—1.1	—0.7
Mean for whole of India . . . . .	+0.5	—0.3	—3.1	—3.4	—2.0	—0.9	—0.4	—1.4

The general temperature of India was  $\frac{1}{2}^{\circ}$  above the normal average on the 24th, but on the 25th a deficiency had set in which lasted till the close of the week. The greatest deficiency ( $-3.4^{\circ}$ ) was on the 27th, after which day the mean temperature rose steadily, so that by the 30th the abnormal deficiency was only



0.4°. The greatest variations of temperature during the week were experienced in Sind and Rajputana.

The highest maximum recorded on the 24th was 103.7° at Khandwa.

"	"	"	"	"	25th	"	103.7°	"	Akola.
"	"	"	"	"	26th	"	104.2°	"	Cuddapah.
"	"	"	"	"	27th	"	104.4°	"	Salem.
"	"	"	"	"	28th	"	103.7°	"	Khandwa.
"	"	"	"	"	29th	"	105.2°	"	Cuddapah.
"	"	"	"	"	30th	"	105.2°	"	Ditto.

The above shows there was comparatively little increase in the heat during the week, and that the hottest regions were Central Madras and the west of the Central Provinces.

**Rainfall.**—During the week under review rain fell in considerable amounts over the Punjab, Assam, Lower Bengal, and Malabar, while over Burma, West Bengal, the North-Western Provinces, the central parts of the country, and the Peninsula, excepting Malabar, there was little or no rain. The heaviest average actual rainfall was 1.08 inches in Assam (Surma), followed by 0.92 inch in Assam (Brahmaputra), by 1.02 inches in the Punjab (North-West), and by 0.70 inch in the Punjab (Hill Districts). No less than thirty-nine of the rainfall divisions had actually or practically no rain. All the divisions of the Punjab, the Malabar Division, and the Coorg Division had heavier rainfall than the average, but in all other parts of the country the rainfall was less than usual. In Assam and part of Bengal the deficiency was considerable, but elsewhere it was small and unimportant. It is, however, only in parts of Bengal, of Assam, and of the Punjab that the normal rainfall of the present week is at all considerable, so that the lightness of the general rainfall reported this week is of comparatively small importance.

The three columns of the table exhibiting the state of the seasonal rainfall show that the spring rainfall has been relatively heavy over the whole of the central parts of the country and in the north-west of the Punjab, and has been relatively light elsewhere. In Burma and Madras there has been practically no rain throughout the month.

The more important totals for the week are as follows: Dacca received 2.32 inches, Sylhet 3.16 inches, Murree 3.36 inches, Haripur (Hazara District) 3.70 inches, Sahiwal (Shahpur District) 2.05 inches, one station (name not given) in Dera Ismail Khan district 3.49 inches, and Alleppy (Travancore) 3.95 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MARCH 30TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO MARCH 30TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rain- fall of season to date.	Average nor- mal rainfall, March 3rd to March 30th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	0	0'08	—0'08	0'05	0'25	— 80
	Lower Burma . . . . .	0	0'06	—0'06	0	0'07	— 100
	Central Burma . . . . .	0	0'02	—0'02	0	0'09	— 100
	Upper Burma . . . . .	0'04	?	?	0'10	?	?
	Arakan . . . . .	0	0'06	—0'06	0	0'28	— 100
BENGAL AND ASSAM	Eastern Bengal . . . . .	0'28	0'98	—0'70	0'78	2'48	— 69
	Assam (Surma) . . . . .	1'08	2'99	—1'91	3'44	8'51	— 57
	Do. (Brahmaputra) . . . . .	0'92	1'48	—0'56	2'93	3'70	— 21
	Deltaic Bengal . . . . .	0'11	0'61	—0'50	0'50	1'53	— 67
	Central Bengal . . . . .	0'16	0'36	—0'20	0'50	0'86	— 42
	North Bengal . . . . .	0'20	0'61	—0'41	0'82	1'51	— 46
	Orissa . . . . .	0	0'28	—0'28	0'16	0'96	— 83
	Chota Nagpur . . . . .	0'06	0'14	—0'08	0'69	0'90	— 23
NORTH-WESTERN PROVINCES AND ODDH.	Bihar (South) . . . . .	0'01	0'07	—0'06	0'04	0'32	— 88
	Do. (North) . . . . .	0	0'09	—0'09	0'07	0'37	— 81
	North-Western Provinces (East)	0	0'04	—0'04	0'21	0'21	0
	Do. do. (Submontane) (a)	0'01	0'04	—0'03	0'20	0'25	— 20
	Oudh (South) . . . . .	0	0'08	—0'08	0'35	0'30	+ 17
	Do. (North) . . . . .	0'01	0'12	—0'11	0'24	0'43	— 44
	North-Western Provinces (Central).	0	0'07	—0'07	0'29	0'29	0
PUNJAB	North-Western Provinces (West).	0'02	0'06	—0'04	0'18	0'37	— 51
	North-Western Provinces (Submontane). (b)	0'14	0'19	—0'05	0'18	1'13	— 84
	Punjab (South) . . . . .	0'06	0'05	+0'01	0'23	0'44	— 48
	Do. (Central) . . . . .	0'07	0'06	+0'01	0'19	0'44	— 57
	Do. (Submontane) . . . . .	0'29	0'17	+0'12	0'39	0'94	— 58
	Do. (Hill Districts) . . . . .	0'70	0'51	+0'19	1'41	2'50	— 44
	Do. (North-West) . . . . .	1'02	0'49	+0'53	2'99	1'74	+ 67
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Do. (West) . . . . .	0'29	0'16	+0'13	1'42	0'56	+ 154
	Malabar . . . . .	0'55	0'17	+0'38	0'80	0'90	— 11
	Madras (South Central) . . . . .	0	0'27	—0'27	0'03	0'81	— 96
	Coorg . . . . .	0'26	0'23	+0'03	0'44	0'89	— 41
	Mysore . . . . .	0'01	0'10	—0'09	0'02	0'31	— 94
	Konkan . . . . .	0	0'02	—0'02	0	0'04	— 100
	Bombay Deccan . . . . .	0	0'06	—0'06	0'03	0'17	— 200
	Hyderabad (North) . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	Khandesh . . . . .	0	0'01	—0'01	0'07	0'02	+ 250
	Berar . . . . .	0	0'06	—0'06	0'23	0'16	+ 44
	Central Provinces (West)	0	0'10	—0'10	0'36	0'26	+ 38
	Do. do. (Central) . . . . .	0'02	0'11	—0'09	1'09	0'47	+ 132
BOMBAY (NORTH)	Do. do. (East) . . . . .	0'03	0'09	—0'06	0'68	0'60	+ 13
	Gujarat . . . . .	0	0	0	0	0	0
	Kathiawar . . . . .	0	0	0	0	0'08	— 100
RAJPUTANA AND CEN- TRAL INDIA.	Sind . . . . .	0	0	0	0'57	0'19	+ 200
	Central India (East) . . . . .	0	0'03	—0'03	0'34	0'12	+ 183
	Rajputana (East), Central India (West).	0	0'02	—0'02	0'47	0'15	+ 213
	Rajputana (West) . . . . .	0	0'01	—0'01	0'36	0'04	+ 800
MADRAS	East Coast (North) . . . . .	0'04	0'19	—0'15	0'07	0'49	— 86
	Ditto (ditto) (a) . . . . .	0	0'41	—0'41	0	1'00	— 100
	Hyderabad (South) . . . . .	0	0'03	—0'03	0'12	0'50	— 76
	Madras (Central) . . . . .	0	0'04	—0'04	0'01	0'14	— 93
	East Coast (ditto) . . . . .	0	0'12	—0'12	0	0'32	— 100
	Ditto (South) . . . . .	0	0'02	—0'02	0	0'34	— 100
	Madras (ditto) . . . . .	0	0'23	—0'23	0	1'02	— 100

W. L. DALLAS,

Asst. Meteorological Reporter to the  
Government of India.

SIMLA, 4th April 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 30th March.*—Only scattered showers in the Circars and on the West Coast. Irrigation supplies are generally short, and many sources are drying up. The standing crops chiefly under wells, and irrigation works are suffering in the southern parts of the Presidency. Cotton is also suffering in parts. Some harvest is still going on with moderate yield. Fodder is generally sufficient, and cattle are in good condition. Prices of staple grains are slightly dearer in the Circars and Southern districts; elsewhere prices are almost stationary.

**Bombay.**—*For week ending 3rd April.*—The standing crops are good, except in parts of Karachi and Hyderabad, where they are damaged by insects, blight, or other causes. Reaping of the late crops continues in parts of fourteen districts, and preparations for next season in parts of twelve. Cotton-picking is in progress in parts of Gujarat, Kathiawar, and the Karnatic. The fodder-supply is sufficient, except in parts of Shikarpur. Agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

**Bengal.**—*For week ending 1st April.*—There was rain in some districts during the week, but, except in Murshidabad, Rungpur, Dacca, and Purneah, it was insignificant in amount. The rain has assisted preparation of the land for autumn rice and jute in Northern Bengal. In parts of Eastern Bengal more rain is still required for the standing crops, notably for the chilli and pulse crops in Chittagong. Spring rice and indigo are doing well. The spring harvest is proceeding with every prospect of a good outturn. The collection of opium is nearly finished, and the weighment is about to begin. In Hazaribagh it is reported that the fodder-supply is scanty. The price of common rice continues generally normal, although a slight fall has occurred in some districts.

**North-Western Provinces and Oudh.**—*For week ending 3rd April.*—Weather seasonable. Slight rain in two tehsils of the Moradabad district. The spring harvest is in full progress: the outturn in Oudh is below average; elsewhere it is good. The poppy crop is indifferent. Fodder and supplies are ample. Prices are fluctuating slightly.

**Punjab.**—*For week ending 3rd April.*—Rain has fallen in all but three districts. Harvesting of the spring crops has commenced. Sowings of cotton, tobacco, and other extra spring crops are in progress. The condition of the standing crops is generally reported good, though poor in parts of Jullundur. Prospects are good throughout. Recent rain has improved the condition in Dera Ismail Khan. The crops are said to have been damaged to some extent in parts of Lahore. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices are normal in Umballa and are low elsewhere.

**Central Provinces.**—*For week ending 3rd April.*—Weather generally sultry and hot for the season, abnormally cloudy, but no rain, except a slight shower in one district. Harvesting of the winter crops progresses, and threshing is well advanced. Land is being prepared for the autumn sowings in Wardha. Prices rule high in Damoh and Seoni, but are normal in other districts. The export trade is dull.

**Burma.**—*For week ending 30th March.*—Showers of rain fell in three districts of the northern part of Upper Burma. In Lower Burma agricultural operations have been completed. In Upper Burma sowing and transplanting of dry-weather paddy and cultivation of miscellaneous food-crops are nearly completed. Prospects are generally good. Fodder and water-supply sufficient. Prices of paddy are stationary, except for a slight rise in three districts of Lower Burma, where prices are above normal, and a fall in the Meiktila district of Upper Burma, where prices are below normal.

**Assam.**—*For week ending 2nd April.*—Weather seasonable. Sowing of early rice has commenced. Pressing of sugarcane continues. The condition of cattle is fair. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 3rd April.*—**MYSORE:** Crops are withering in some places. Prospects otherwise good. Prices slightly fallen in the Shimoga district.

**COORG:** Rainfall moderate. Threshing of rice is over. The coffee crop has blossomed in some parts. Fodder and water for cattle fairly sufficient. Prices of food-grains are normal.

**Berar and Hyderabad.**—*For week ending 3rd April.*—**BERAR:** Weather hot. Threshing of wheat, gram, and linseed continues in two districts. Breaking up of land for the next rain crop is in progress. The fodder and water-supply are ample. Prices are almost steady.

**HYDERABAD:** No rain during the week. Sowing of the hot-weather crops is completed. Water in tanks and wells is sufficient for cultivation. Prices are normal.

**Central India.**—*For week ending 3rd April.*—Slight rain in the Bundelkhand Agency during the week. Agricultural operations nearly completed in Bundelkhand, Baghelkhand, and Bhopawar; in progress in other Agencies. The probable outturn will be below average in Bundelkhand, but fairly good in all Agencies. The condition of agricultural stock is indifferent in some parts of Gwalior, but fairly good elsewhere. Pasturage is good and sufficient in all Agencies, but indifferent in some districts of Gwalior. Prices of food-grains are high in Goona, rising in part of Gwalior, falling in Bundelkhand, and normal elsewhere. Opium partly damaged by rain in Goona, but fairly good in other Agencies.

**Rajputana.**—*For week ending 3rd April.*—Agricultural operations are satisfactory. Harvesting continues. Standing crops, prospects, and agricultural



stock are generally good. The crops have been partly damaged by hail in Dholepore. Fodder is sufficient, except in Dholepore. Prices are below average in one State, fluctuating in two, falling in one, and steady elsewhere.

**Kashmir.**—*For week ending 2nd April.*—KASHMIR VALLEY: Rain has fallen in the Mozafferabad district. The weather is now fine. The spring crops are in good condition. Ploughing for the autumn harvest is in progress. Prices continue normal.

**JAMMU PROVINCE.**—*For week ending 3rd April.*—Slight rain. The standing crops are in good condition. Fodder is sufficient.

**Nepal.**—*For week ending 30th March.*—The days are warm, but the nights are cold. Prospects of the crops are good.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 24TH MARCH 1894, AND FROM 1ST JANUARY TO 23RD MARCH 1895.

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	WEEK ENDING 24TH MARCH 1894.				WEEK ENDING 23RD MARCH 1895.				Earnings from 1st January to 24th March 1894.	Earnings from 1st January to 23rd March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
<b>State lines worked by companies.</b>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>		
<i>Standard gauge—</i>													
East Indian . . . . .	655	1,614	9,85,975	603	1,687	11,35,034	673	1,34,76,011	1,30,51,223	...	...	4,24,788	...
Bengal-Nagpur . . . . .	189	862	1,93,205	224	862	1,70,172	197	21,62,402	21,64,236	1,834	...	...	...
Indian Midland (a) . . . . .	162	752	1,15,139	153	752	95,864	127	14,36,459	13,68,914	...	...	1,27,545	...
Bezwa extension . . . . .	108	21	2,178	104	21	3,411	162	22,416	33,760	10,344	...	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b) . . . . .	324	1,719	4,53,910	264	1,790	4,39,640	246	63,89,252	63,17,911	...	...	71,341	...
Palanpur-Deesa . . . . .	47	17	755	44	17	1,100	65	9,185	11,181	1,996	...	...	...
South Indian . . . . .	143	1,043	1,47,578	141	1,042	1,63,861	157	15,83,753	18,45,774	2,62,021	...	...	...
Mayavaram-Mutpet . . . . .	61	...	...	...	54	3,871	72	...	42,000	42,000	...	...	...
Southern Mahratta (c) . . . . .	115	1,165	1,23,344	106	1,165	1,58,827	136	14,11,970	15,35,819	1,23,849	...	...	...
Bengal and North-Western (d) . . . . .	162	756	99,240	131	756	1,31,910	174	13,43,001	14,28,447	85,446	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	229	19,184	84	231	25,719	111	2,40,866	2,42,780	1,914	...	...	...
<b>TOTAL</b>	286	8,198	21,40,508	261	8,377	23,29,409	278	2,80,76,315	2,79,82,045	...	...	94,270	...
<b>State lines worked by the State.</b>													
<i>Standard gauge—</i>													
North Western (state) (e) . . . . .	255	2,507	5,86,765	234	2,511	8,62,296	343	75,20,021	79,07,456	3,87,435	...	...	...
Oudh and Rohilkhand (state) . . . . .	287	741	1,89,446	256	797	1,80,393	226	24,27,295	29,15,579	4,88,284	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	2,00,846	247	813	2,35,800	290	29,16,937	31,75,265	2,58,328	...	...	...
Bengal Central (f) . . . . .	126	125	15,842	127	125	17,610	141	1,85,190	2,05,611	20,421	...	...	...
East Coast (state) . . . . .	107	266	23,651	89	372	33,869	91	2,44,320	3,83,549	1,39,229	...	...	...
<i>Metre gauge—</i>													
Burma (state) . . . . .	199	730	1,57,556	216	746	1,50,030	201	20,34,840	20,47,638	12,798	...	...	...
<i>Special gauges—</i>													
Jorhat (state provincial) . . . . .	44	28	1,346	48	28	956	34	12,966	14,494	1,528	...	...	...
Cherra-Companyganj (state provincial) . . . . .	60	8	512	64	8	622	78	5,544	7,340	1,796	...	...	...
<b>TOTAL</b>	244	5,218	11,75,964	225	5,400	14,81,576	274	1,53,47,112	1,66,56,932	13,09,819	...	...	...
<b>Lines worked by guaranteed companies.</b>													
<i>Standard gauge—</i>													
Great Indian Peninsula (g) . . . . .	596	1,490	8,16,830	548	1,490	8,02,705	539	1,14,17,434	92,58,129	...	...	21,59,305	...
Bombay, Baroda and Central India . . . . .	801	461	3,07,117	666	461	3,75,000	813	38,75,929	30,93,044	1,17,952	...	...	...
Madras . . . . .	237	840	1,92,043	229	840	2,10,646	251	23,07,057	24,74,648	1,67,591	...	...	...
<b>TOTAL</b>	522	2,791	13,15,990	472	2,791	13,88,351	497	1,75,99,583	1,57,75,821	...	...	18,73,762	...
<b>TOTAL (GUARANTEED AND STATE)</b>	313	16,207	46,32,462	286	16,568	51,99,336	314	6,10,23,011	6,03,64,798	...	...	6,58,213	...
<b>Assisted companies.</b>													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka . . . . .	167	161	28,251	175	161	36,359	226	2,83,733	3,08,775	25,042	...	...	...
Tarkessur . . . . .	308	22	7,254	330	22	7,411	337	78,320	76,382	...	...	1,938	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section) . . . . .	149	67	15,795	236	66	15,440	234	1,13,115	74,919	...	...	38,196	...
Bengal Doorgas . . . . .	80	32	2,594	81	36	2,460	68	27,053	33,517	6,464	...	...	...
Dibru-Sadiya . . . . .	133	78	10,188	131	78	12,605	162	1,25,741	1,37,585	11,844	...	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan . . . . .	232	51	11,176	219	51	11,568	227	1,20,137	1,29,664	9,527	...	...	...
<b>TOTAL</b>	166	411	75,258	183	414	85,843	207	7,48,099	7,60,842	12,743	...	...	...
<b>Lines owned by native states and worked by other agencies.</b>													
<i>Standard gauge—</i>													
The Nizam's guaranteed state . . . . .	185	333	52,660	158	333	74,875	225	6,65,633	7,84,594	1,18,961	...	...	...
The Gaekwar's Peilad . . . . .	112	13	1,544	119	13	1,310	101	15,073	15,058	...	...	...	15
Rajputana-Bhatinda . . . . .	192	108	19,999	185	108	22,905	212	2,05,823	4,37,445	2,31,622	...	...	...
Kolar Gold-fields . . . . .	306	...	...	...	10	3,071	307	...	26,971	26,971	...	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (h) . . . . .	88	362	32,989	91	362	37,212	103	3,60,718	3,03,037	33,219	...	...	...
The Gaekwar's Mehsana . . . . .	98	93	9,496	102	93	7,620	82	1,10,537	85,821	...	...	24,716	...
Kolhapur . . . . .	92	29	2,387	82	29	1,969	68	27,085	25,686	...	...	1,399	...
<i>Special gauges—</i>													
The Gaekwar's Dabhoi . . . . .	81	72	7,068	98	72	3,650	51	68,470	44,879	...	...	23,591	...
Cooch Behar . . . . .	30	22	675	31	22	1,460	66	5,777	14,891	9,114	...	...	...
<b>TOTAL</b>	130	1,032	1,26,818	123	1,042	1,54,072	148	14,59,116	18,29,282	3,70,166	...	...	...
<b>Lines owned and worked by native states.</b>													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	131	334	42,239	126	334	42,860	128	5,07,003	4,52,134	...	...	55,769	...
Jetalsar-Rajkot . . . . .	68	46	2,893	63	46	3,266	71	35,847	40,331	4,484	...	...	...
Jodhpur-Bickaneer . . . . .	75	364	26,998	74	364	22,250	61	3,27,820	2,50,536	...	...	77,284	...
<i>Special gauge—</i>													
Morvi . . . . .	75	94	5,168	54	94	6,591	70	79,231	76,163	...	...	3,068	...
<b>TOTAL</b>	97	838	77,238	92	838	74,967	89	9,50,801	8,19,164	...	...	1,31,637	...
<b>GRAND TOTAL</b>	290	18,488	49,11,776	266	18,862	55,14,218	292	6,41,81,027	6,37,74,086	...	...	4,06,941	...

(a) Includes the Bhawal section.

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. L of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 24TH MARCH 1894.				WEEK ENDING 23RD MARCH 1895.				Earnings from 1st April 1893 to 24th March 1894.	Earnings from 1st April 1894 to 23rd March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Standard gauge—													
East Indian	602	1,634	9,85,975	603	1,687	11,35,034	673	5,01,10,200	5,14,51,709	13,41,509	...	...	...
Bengal-Nagpur	149	862	1,93,205	224	862	1,70,172	197	65,01,192	64,97,586	...	...	3,606	...
Indian Midland(a)	132	752	1,15,139	153	752	95,864	127	50,45,460	55,18,654	4,73,194	...	...	...
Bezwada Extension	95	21	2,178	104	21	3,411	162	1,02,580	1,78,387	75,807	...	...	...
Metre gauge—													
Rajputana-Malwa (b)	261	1,719	4,53,910	264	1,790	4,39,640	246	2,25,71,294	2,44,93,507	19,22,208	...	...	...
Palampur-Deesa	41	17	755	44	17	1,100	65	(c) 13,621	38,369	24,748	...	...	...
South Indian	144	1,043	1,47,578	141	1,042	1,63,861	157	76,64,804	81,50,365	4,85,561	...	...	...
Máyavaram-Mutpet	...	...	...	...	54	3,871	72	...	(d) 2,05,459	2,05,459	...	...	...
Southern Mahratta (e)	100	1,165	1,23,344	106	1,165	1,53,827	136	58,97,688	62,09,634	3,11,946	...	...	...
Bengal and North-Western (f)	132	756	99,240	131	756	1,31,910	174	50,81,625	55,36,694	4,55,069	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	229	19,184	84	231	25,719	111	7,60,156	9,23,873	1,63,717	...	...	...
TOTAL	250	8,198	21,40,508	261	8,377	23,29,409	278	10,37,48,620	10,92,04,232	54,55,612	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (g)	232	2,507	5,86,765	234	2,511	8,62,296	343	2,94,63,907	3,19,52,711	24,88,804	...	...	...
Oudh and Rohilkhand (state)	242	741	1,89,446	256	797	1,80,393	226	87,77,724	1,08,09,044	20,31,320	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	813	2,00,846	247	813	2,35,800	290	1,23,66,176	1,40,00,279	16,34,103	...	...	...
Bengal Central (h)	120	125	15,842	127	125	17,610	141	7,65,497	8,24,953	59,456	...	...	...
East Coast (state)	71	266	(i) 23,651	89	372	33,869	91	(i) 7,15,370	15,40,503	8,25,193	...	...	...
Metre gauge—													
Burma (state)	171	730	1,57,556	216	746	1,50,030	201	62,71,684	61,19,088	...	1,52,596	...	...
Special gauges—													
Jorhat (state provincial)	49	28	1,346	48	28	956	34	69,502	72,035	2,533	...	...	...
Cherra-Companyganj (state provincial)	54	8	512	64	8	622	78	21,994	26,204	4,210	...	...	...
TOTAL	226	5,218	11,75,964	225	5,400	14,81,576	274	5,84,51,854	6,53,44,877	68,93,023	...	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (j)	510	1,490	8,16,830	548	1,490	8,02,705	539	3,86,65,408	3,32,18,111	...	54,47,297	...	...
Bombay, Baroda and Central India	638	461	3,07,117	666	461	3,75,000	813	1,49,08,366	1,55,93,322	6,84,956	...	...	...
Madras	238	840	1,92,043	229	840	2,10,646	251	1,01,63,841	1,02,67,036	1,03,195	...	...	...
TOTAL	440	2,791	13,15,990	472	2,791	13,88,351	497	6,37,37,615	5,90,78,469	...	46,59,146	...	...
TOTAL (GUARANTEED AND STATE)	277	16,207	46,32,462	286	16,568	51,99,336	314	22,59,38,089	23,36,27,578	76,89,489	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	148	161	28,251	175	161	36,359	226	12,01,282	13,27,747	1,26,465	...	...	...
Tarkessur	253	22	7,254	330	22	7,411	337	2,83,299	2,97,798	14,499	...	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section),	137	67	15,795	236	66	15,440	234	4,64,704	4,09,631	...	55,073	...	...
Bengal Doonars	77	32	2,594	81	36	2,460	68	1,28,110	2,12,103	83,993	...	...	...
Dibru-Sadiya	130	78	10,188	131	78	12,605	162	5,15,090	5,30,764	15,674	...	...	...
Special gauge—													
Darjeeling-Himalayan	238	51	11,176	219	51	11,568	227	6,20,061	6,25,673	5,612	...	...	...
TOTAL	155	411	75,258	183	414	85,843	207	32,12,546	34,03,716	1,91,170	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	52,660	158	333	74,875	225	26,65,673	31,41,025	4,75,352	...	...	...
The Gaekwar's Pettad	92	13	1,544	119	13	1,310	101	61,028	68,200	7,172	...	...	...
Rajputana-Bhatinda	129	108	19,999	185	108	22,905	212	7,31,145	15,88,921	8,57,776	...	...	...
Kolar Gold-fields	...	...	...	...	10	3,071	307	...	(k) 1,02,742	1,02,742	...	...	...
Metre gauge—													
Southern Mahratta (Mysore section (l))	95	362	32,989	91	362	37,212	103	16,91,591	16,47,193	...	44,398	...	...
The Gaekwar's Mehsana	75	93	9,496	102	93	7,620	82	3,53,304	3,43,287	...	10,017	...	...
Kolhapur	77	29	2,387	82	29	1,969	68	1,13,386	1,18,557	5,171	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	67	72	7,068	98	72	3,650	51	2,47,970	2,12,114	...	35,856	...	...
Cooch Behar	20	22	675	31	22	1,460	66	(m) 11,623	48,509	36,886	...	...	...
TOTAL	114	1,032	1,26,818	123	1,042	1,54,072	148	58,75,720	72,70,548	13,94,828	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	118	334	42,239	126	334	42,860	128	19,95,504	17,38,106	...	2,57,398	...	...
Jetalsar-Rajkot	60	46	2,893	63	46	3,266	71	(n) 1,38,854	1,57,337	18,483	...	...	...
Jodhpur-Bikaner	54	364	26,998	74	364	22,250	61	9,87,003	10,50,132	69,069	...	...	...
Special gauge—													
Morvi	67	94	5,108	54	94	6,591	70	3,22,166	3,11,093	...	11,073	...	...
TOTAL	81	838	77,238	92	838	74,967	89	34,43,587	32,62,668	...	1,80,919	...	...
GRAND TOTAL	256	18,488	49,11,776	266	18,862	55,14,218	292	23,84,69,942	24,75,64,310	90,94,368	...	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 8th November 1893 to 24th March 1894.

(d) Total earnings from 2nd April 1894 to 23rd March 1895.

(e) Includes the Guntakal-Mysore frontier section.

(f) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(g) Includes the Jammu and Kashmir and the Hyderabad-Umarkot

(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(i) Includes the earnings of the Bezwada-Godavari section.

(j) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(k) Total earnings from 1st June 1894 to 23rd March 1895.

(l) Includes the Mysore-Najangud and the Yesvantpur-Mysore frontier sections.

(m) Total earnings from 15th September 1893 to 24th March 1894.

(n) Total earnings from 12th April 1894 to 24th March 1895.

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SUPPLEMENT TO  
**The Gazette of India.**

No. 15.}

CALCUTTA, SATURDAY, APRIL 13, 1895.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1895.

[illegible]



[illegible]

Kalzi.

† Not procurable.

† Not sold.

(a) Not stated.

## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Penicillaria spicata</i> ).		MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKU, ITALIAN MILLER ( <i>Setaria italica</i> ).		GRAM, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arvensis</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWORK.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—continued.																										
Bihar, south—																										
Monghyr.	12 0	13 0	10 8	10 0	15 0	15 0	15 0	15 0	16 0	16 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Gaya.	16 0	15 0	11 0	11 0	16 0	16 0	16 0	16 0	17 0	17 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Patna.	14 0	14 0	9 4	9 4	16 0	16 0	16 0	16 0	17 0	17 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Shahabad.	15 8	15 8	10 0	10 0	18 0	18 0	18 0	18 0	19 0	19 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Madr, north—																										
Purnea.	13 0	13 0	15 0	14 0	20 0	20 0	20 0	20 0	16 0	16 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Bhagalpur.	12 10	13 10	14 8	14 8	17 10	17 10	17 10	17 10	16 0	16 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Darbhanga.	13 8	14 8	11 0	11 0	16 0	16 0	16 0	16 0	17 0	17 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Muzaffarpur.	13 0	13 0	9 8	8 8	14 0	14 0	14 0	14 0	15 0	15 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Saran.	13 8	13 8	10 0	10 0	15 8	15 8	15 8	15 8	16 0	16 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Champaran.	14 0	14 0	8 4	8 4	17 0	17 0	17 0	17 0	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
N.-W. Provinces—																										
Rampur.	12 8	13 8	7 0	7 0	13 0	13 0	13 0	13 0	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Mirzapur.	14 1	15 1	8 11	8 11	12 3	12 3	12 3	12 3	17 0	17 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Benares.	13 0	13 0	7 12	7 12	14 8	14 8	14 8	14 8	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Ghazipur.	12 0	12 0	7 0	7 0	11 8	11 8	11 8	11 8	16 0	16 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Jaunpur.	12 4	12 4	10 8	10 8	12 0	12 0	12 0	12 0	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Allahabad.	12 8	12 8	10 8	10 8	12 0	12 0	12 0	12 0	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Central—																										
Banda.	13 8	13 8	8 0	8 0	12 0	12 0	12 0	12 0	16 0	16 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Fatehpur.	14 12	14 12	8 0	8 0	11 8	11 8	11 8	11 8	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Hamirpur.	14 0	14 0	8 0	8 0	11 8	11 8	11 8	11 8	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Jalaun.	16 8	16 8	9 0	9 0	10 0	10 0	10 0	10 0	20 0	20 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Cawnpore.	16 4	16 4	5 0	5 0	13 0	13 0	13 0	13 0	19 8	19 8	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Etawah.	15 0	15 0	4 13	4 13	12 8	12 8	12 8	12 8	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Farukhabad.	15 4	15 4	5 4	5 4	10 14	10 14	10 14	10 14	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Mainpuri.	16 4	16 4	6 0	6 0	11 0	11 0	11 0	11 0	19 8	19 8	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Etah.	17 4	17 4	6 0	6 0	11 8	11 8	11 8	11 8	22 8	22 8	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Western—																										
Jhansi.	15 0	15 0	9 12	9 12	12 4	12 4	12 4	12 4	19 0	19 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Agra.	15 0	15 0	5 0	5 0	8 0	8 0	8 0	8 0	21 8	21 8	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Muttra.	17 0	17 0	5 0	5 0	11 8	11 8	11 8	11 8	24 0	24 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Aligarh.	15 8	15 8	6 0	6 0	10 8	10 8	10 8	10 8	20 0	20 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Bulandshahr.	17 6	17 6	6 0	6 0	9 11	9 11	9 11	9 11	20 8	20 8	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Sub-montane—																										
Ballia.	14 8	14 8	9 0	9 0	14 0	14 0	14 0	14 0	19 0	19 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Azamgarh.	11 14	11 14	7 8	7 8	11 14	11 14	11 14	11 14	19 0	19 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Gorakhpur.	12 2	12 2	8 8	8 8	12 0	12 0	12 0	12 0	20 0	20 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Basti.	12 10	12 10	8 12	8 12	12 0	12 0	12 0	12 0	20 0	20 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Shahjahanpur.	14 12	14 12	7 0	7 0	13 4	13 4	13 4	13 4	19 8	19 8	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Budaun.	16 0	16 0	6 0	6 0	12 0	12 0	12 0	12 0	18 0	18 0	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0
Farrukh.	13 12	13 12	12 8	12 8	13 12	13 12	13 12	13 12	17 12	17 12	12 0	12 0	22 8	22 8	12 0	12 0	14 8	17 0	16 0	16 0	14 0	14 0	126 0	126 0	10 0	10 0





## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OF CHOLAM ( <i>Sorghum vulgare</i> ).		BAJRA OF CUMBU ( <i>Penicillaria spicata</i> ).		MARUA OR RAGI ( <i>Elymus coriaria</i> ).		KANGNI OR ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Canarium indicum</i> ).		PINEWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
<b>Punjab—</b>																										
<i>Southern—</i>																										
Hisar . . . . .	21 0	21 0	32 0	33 0	...	...	12 0	12 0	29 0	29 0	35 0	24 0	...	...	16 0	20 0	33 0	33 0	27 0	26 0	...	...	100 0	100 0	10 8	10 0
Ferozepore . . . . .	20 0	21 0	34 0	39 0	...	...	9 0	10 0	24 0	26 0	50 0	22 0	...	...	30 0	30 0	33 0	33 0	29 0	25 0	...	...	100 0	100 0	12 4	12 8
Montgomery . . . . .	21 0	21 0	30 0	29 0	...	...	10 0	10 0	24 0	24 0	...	...	...	...	...	...	29 0	29 0	29 0	25 0	...	...	190 0	190 0	12 0	12 0
<b>Central—</b>																										
Gurgaon . . . . .	19 0	19 0	29 0	27 0	...	...	9 0	9 0	22 0	22 0	23 0	22 0	...	...	...	...	28 0	27 0	20 0	20 0	...	...	100 0	100 0	10 0	10 0
Delhi . . . . .	18 0	17 0	25 0	24 0	...	...	12 0	12 0	25 0	25 0	20 0	20 0	...	...	12 0	12 0	27 0	26 0	21 0	20 0	...	...	60 0	60 0	11 0	11 0
Rohtak . . . . .	18 0	17 0	25 0	24 0	...	...	12 0	12 0	25 0	25 0	21 0	20 0	...	...	12 0	12 0	27 0	26 0	23 0	20 0	...	...	120 0	120 0	11 0	11 0
Karnal . . . . .	17 0	16 0	22 0	22 0	...	...	12 0	12 0	24 0	24 0	21 0	20 0	...	...	12 0	12 0	27 0	26 0	25 0	25 0	...	...	120 0	120 0	10 0	10 0
Lahore . . . . .	22 0	21 0	39 0	42 0	...	...	11 0	11 0	25 0	29 0	23 0	23 0	...	...	25 0	24 0	31 0	29 0	29 0	29 0	...	...	78 0	77 0	13 0	13 0
<b>Submontane—</b>																										
Umballa . . . . .	20 0	20 0	30 0	26 0	...	...	11 0	11 0	27 0	23 0	20 0	20 0	...	...	8 0	8 0	28 0	28 0	27 0	27 0	...	...	110 0	110 0	12 12	12 12
Ludhiana . . . . .	24 0	22 0	35 0	31 0	...	...	13 0	11 0	28 0	24 0	24 0	23 0	...	...	17 0	17 0	33 0	29 0	33 0	30 0	...	...	100 0	85 0	13 0	13 0
Jullundur . . . . .	23 0	22 0	32 0	28 0	...	...	10 0	10 0	24 0	24 0	19 0	19 0	...	...	20 0	15 0	25 0	27 0	27 0	27 0	...	...	100 0	80 0	12 8	12 8
Hoshiarpur . . . . .	21 0	20 0	32 0	29 0	...	...	10 0	10 0	21 0	20 0	19 0	20 0	...	...	15 0	15 0	25 0	25 0	25 0	24 0	...	...	100 0	90 0	12 0	12 0
Gurdaspur . . . . .	24 0	24 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	20 0	26 0	...	...	12 0	12 0	28 0	27 0	24 0	24 0	...	...	100 0	100 0	12 0	12 0
Amritsar . . . . .	22 0	22 0	33 0	33 0	...	...	11 0	11 0	23 0	22 0	24 0	22 0	...	...	18 0	18 0	29 0	27 0	26 0	26 0	...	...	80 0	80 0	12 0	12 0
<b>Bills—</b>																										
Simla . . . . .	14 0	13 0	18 0	18 0	...	...	8 0	8 0	16 0	14 0	14 0	15 0	...	...	9 0	9 0	17 0	18 0	17 0	18 0	...	...	90 0	90 0	9 0	9 0
Kangra . . . . .	15 0	16 0	20 0	22 0	...	...	12 0	13 0	18 0	14 0	14 0	14 0	...	...	0 0	0 0	19 0	17 0	18 0	17 0	...	...	120 0	120 0	10 0	10 0
<b>North-western—</b>																										
Sialkot . . . . .	21 0	19 0	40 0	35 0	...	...	14 0	14 0	34 0	30 0	26 0	27 0	...	...	20 0	20 0	32 0	26 0	26 0	25 0	...	...	120 0	120 0	13 8	13 8
Gujranwala . . . . .	22 0	22 0	42 0	43 0	...	...	12 0	13 0	24 0	25 0	26 0	27 0	...	...	10 0	10 0	31 0	33 0	24 0	23 0	...	...	115 0	115 0	13 0	13 0
Gurjat . . . . .	23 0	22 0	31 0	31 0	...	...	15 0	15 0	28 0	28 0	28 0	25 0	...	...	10 0	10 0	28 0	25 0	25 0	25 0	...	...	110 0	110 0	14 0	14 0
Jhelum . . . . .	26 0	25 0	48 0	40 0	...	...	13 0	14 0	32 0	32 0	28 0	27 0	...	...	20 0	18 0	28 0	28 0	23 0	28 0	...	...	120 0	120 0	14 0	14 0
Rawalpindi . . . . .	24 0	24 0	37 0	37 0	...	...	8 0	8 0	33 0	33 0	29 0	27 0	...	...	20 0	18 0	28 0	27 0	31 0	29 0	...	...	70 0	70 0	13 10	13 8
Hazara . . . . .	22 0	22 0	37 0	37 0	...	...	10 0	13 0	28 0	30 0	27 0	27 0	...	...	21 0	20 0	22 0	22 0	27 0	27 0	...	...	90 0	90 0	11 0	11 0
Peshawar . . . . .	21 0	20 0	38 0	36 0	...	...	10 0	10 0	28 0	30 0	23 0	24 0	...	...	21 0	20 0	22 0	22 0	31 0	30 0	...	...	92 0	92 0	42 0	42 0
Kohat . . . . .	21 0	24 0	45 0	46 0	...	...	11 0	11 0	40 0	42 0	31 0	33 0	...	...	26 0	26 0	32 0	32 0	31 0	33 0	...	...	154 0	154 0	61 3	61 3
<b>Western—</b>																										
Shikhar . . . . .	25 0	24 0	36 0	35 0	...	...	10 0	10 0	32 0	32 0	25 0	26 0	...	...	22 0	23 0	32 0	30 0	20 0	21 0	...	...	160 0	160 0	13 0	13 0
Jhang . . . . .	22 0	20 0	36 0	33 0	...	...	10 0	10 0	26 0	26 0	23 0	23 0	...	...	40 0	32 0	28 0	28 0	23 0	27 0	...	...	160 0	160 0	12 0	12 0
Mooltan . . . . .	18 0	18 0	32 0	38 0	...	...	14 0	12 0	25 0	24 0	23 0	22 0	...	...	20 0	16 0	26 0	24 0	23 0	24 0	...	...	90 0	90 0	12 0	12 0
Bannu . . . . .	22 0	25 0	40 0	55 0	...	...	15 0	15 0	35 0	44 0	26 0	29 0	...	...	9 0	9 0	31 0	29 0	30 0	40 0	...	...	90 0	90 0	50 0	52 8
D. I. Khan . . . . .	22 0	22 0	36 0	38 0	...	...	8 0	8 0	32 0	33 0	25 0	26 0	...	...	4 0	4 0	29 0	32 0	26 0	26 0	...	...	103 0	107 0	36 0	37 0
Muzaffargarh . . . . .	20 0	20 0	33 0	33 0	...	...	14 0	17 0	26 0	26 0	23 0	23 0	...	...	18 0	18 0	23 0	23 0	15 0	15 0	...	...	140 0	140 0	12 0	12 0
D. G. Khan . . . . .	19 0	18 0	25 0	30 0	...	...	7 0	7 0	33 0	33 0	20 0	25 0	...	...	20 0	20 0	23 0	23 0	23 0	23 0	...	...	125 0	125 0	23 12	24 4
<b>Sind and Beluchistan—</b>																										
Karachi . . . . .	15 0	15 0	...	...	...	...	9 0	8 0	10 0	17 0	15 0	16 0	...	...	...	...	19 0	19 0	...	...	...	...	71 0	80 0	14 8	14 8
Hyderabad . . . . .	14 0	14 0	...	...	...	...	8 0	8 0	10 0	17 0	15 0	16 0	...	...	...	...	18 0	18 0	...	...	...	...	105 11	106 11	12 8	12 8
Thar and Parkar (Umarot) . . . . .	10 0	12 0	...	...	...	...	11 0	13 0	10 0	10 0	10 0	17 8	...	...	...	...	8 4	8 4	...	...	...	...	140 0	140 0	12 0	12 0
Sukkur (Shikarpur) . . . . .	18 0	17 8	...	...	...	...	18 0	8 0	10 0	12 0	23 0	24 0	...	...	...	...	23 8	23 8	...	...	...	...	160 0	160 0	11 0	12 0
Upper Sind Frontier . . . . .	17 0	17 0	...	...	...	...	16 0	10 0	13 0	27 0	26 0	22 0	...	...	...	...	20 0	20 0	...	...	...	...	128 0	128 0	11 0	11 0
Quetta . . . . .	18 0	18 0	25 0	23 0	...	...	5 0	5 0	24 0	24 0	15 0	15 0	...	...	6 0	6 0	17 8	17 0	27 0	27 0	...	...	53 5	53 5	9 0	9 0



[illegible]

Not sold.

Product	Quantity	Unit Price	Total Price
1. <b>↑ Not produced</b>			
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98. <b>↑ Not produced</b>			
99. <b>↑ Not produced</b>			
100. <b>↑ Not produced</b>			

† Not procurable.

## RETAIL PRICES FOR THE 1st HALF OF FEBRUAR 1895—continued

## QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR RAGI ( <i>Eleusine indica</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR TUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras—																										
Malabar Coast—																										
Malabar . . . . .	11 8	12 0	11 0	11 8	10 4	9 9	11 0	10 0	27 0	28 0	20 0	21 0	26 0	21 0	26 0	11 8	12 0	13 8	15 0	13 8	15 0	96 0	96 0	10 0	10 0	9 12
S. Canara . . . . .	13 8	13 3	10 0	9 8	7 8	7 13	9 0	22 6	22 10	23 0	18 0	28 0	28 0	15 0	15 0	11 8	12 0	13 12	14 0	13 12	14 0	96 0	96 0	10 0	10 0	9 12
South central—																										
Coimbatore . . . . .	12 0	12 8	11 0	10 4	10 0	10 0	10 12	10 8	23 0	23 0	18 0	28 0	29 0	34 0	34 0	10 4	10 4	16 0	16 0	13 0	13 0	150 0	150 0	10 0	10 0	10 0
Nilgiris . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Salem . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Central—																										
Bellary . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Anantapur . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Cuddapah . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Kurnool . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
East Coast, north—																										
Ganjam . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Visakhapatnam . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Godavari . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
East Coast, central—																										
Kistna . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Nellore . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
East Coast, south—																										
Madras . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Chingleput . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
N. Arcot . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
S. Arcot . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Tanjore . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Trichinopoly . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Southern—																										
Tinnevely . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Madura . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Mysore—																										
Mysore . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Bangalore . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Kolar . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Tumkur . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Hassan . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Kadur . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Shimoga . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Chitaldroog . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Coorg—																										
Coorg . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8
Aden . . . . .	11 0	11 0	10 0	9 8	9 0	9 0	10 0	10 0	24 0	24 0	30 0	30 0	32 0	32 0	32 0	11 8	11 8	14 8	14 8	15 0	15 0	200 0	200 0	10 0	10 0	9 8

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT  
(Statistical Branch).J. F. FINLAY,  
Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 6th, 1895.

At the commencement and again at the close of the week, fine weather prevailed generally over the greater part of India, but during the middle of the week a barometric depression appeared over North-Western India, and occasioned very unsettled weather in that part of the country. Rain began in Baluchistan and Kashmir on the 2nd, spread over a large part of the Punjab and of the North-West Himalayas on the 3rd and 4th, and ceased on the 5th. In addition to this burst of rainfall over North-Western India, thundershowers have occurred over North-Eastern India—more particularly in Assam—on most days of the week; and, quite at the close of the week, rather severe thunderstorms and nor'-westers commenced in different parts of the Peninsula.

As noticed above, the rainfall area was greatest on the 3rd and 4th. Previous to the latter date, the mean temperature had been generally fairly normal, but on the 4th a sudden and considerable fall of temperature was reported in the Punjab, Sind, and Rajputana, and a wave of low temperature flowed out from North-Western India, and spread to all parts of the country, except Burma and Madras.

**Daily Summary.**—*Sunday.*—Pressure was decreasing slightly both in North-Eastern and North-Western India and was nearly steady elsewhere. Pressure was relatively low over the western desert and over North Bengal, and relatively high in Burma; but the differences were generally small, and over a large part of the country readings were very uniform. Winds were southerly over the Bay area, but blew from between north and west in most other places. Light showers of rain had fallen in Assam and at Colombo.

*Monday.*—Pressure had commenced to decrease over North-Western India, Baluchistan, and the west of the Peninsula, had risen in North-Eastern India, and had been nearly steady elsewhere. Pressure was above the normal in the north-east and below in the north-west of India. Winds were southerly over the Bay and Bengal, westerly down the Gangetic plain, and northerly in the west of the Peninsula. Thundershowers had given scattered rainfall to a few places in the east, of which the most important were 1·31 inches at Moulmein, 1·60 inches at Silchar, and 0·75 inch at Sibsagar.

*Tuesday.*—Pressure had decreased over North-Western India and had increased or been steady elsewhere. The fall had been brisk over the Central Punjab, and a large shallow depression was shown in the north-west. Pressure was in considerable excess over Assam and Burma, and in considerable defect within the depression area. Winds were cyclonic around the depression in the north-west, southerly over the Bay area, and variable elsewhere. Rain had fallen at a few places in the extreme north-west and extreme north-east. Silchar reported 1·20 inches of rain, Sibsagar 0·52 inch, and Peshawar 0·36 inch.

*Wednesday.*—Pressure had fallen briskly on the North-West Himalayas, but elsewhere the changes were small. The depression over North-Western India still existed, and the centre was approaching the hills, where strong squally winds were blowing. Strong south-south-westerly winds were also blowing at the head of the Bay. The weather was unsettled and cloudy over North-Western India, and scattered showers continued to be reported from North-Eastern India. Elsewhere the weather was fine. The heaviest rainfall amounts were 0·90 inch at Srinagar, 0·82 inch at Lahore and Silchar, and 0·55 inch at Astor and Sialkote.

*Thursday.*—The depression had disappeared from North-Western India, and the barometer had recovered rapidly there. It had, on the other hand, fallen briskly to rapidly over North-Eastern India, and a shallow depression was shown over Bengal. Pressure generally was very uniform, and the variations from the normal were moderate or small. Winds were variable, except over the Bay area, where they remained southerly. Rain was again reported from North-Western India and from Assam and Lower Bengal. The principal falls were 0·82 inch at Burdwan, 0·67 inch at Mussooree and Chakrata, and 0·46 inch at Silchar.

*Friday.*—Pressure had decreased briskly to rapidly over the greater part of the country. Readings were relatively high over the north-west of the Punjab and low over North Bengal and the centre of the Peninsula. Pressure was in slight excess over the Punjab, in large defect over the Assam Valley, and nearly normal elsewhere. Westerly winds prevailed down the Gangetic plain, and northerly winds in North-Western India, but in most other places the directions were variable. Rain had ceased in the north-west, but showers continued to fall in the north-east of India, and had commenced to fall in Southern India. The only amount exceeding  $\frac{1}{2}$  inch was at Silchar, which station received 1·29 inches.

*Saturday.*—Pressure had risen briskly to rapidly over North-Eastern India, but had been steady or nearly so elsewhere. In consequence, readings had become much more uniform, though shallow depressions were still shown in North Bengal and in the centre of the Peninsula. Westerly winds continued down the Gangetic plain, and a feeble and irregular cyclonic circulation of the winds had commenced in the Peninsula. A few light scattered showers (most general in the Central Provinces) were reported.

**Temperature.**—The following table gives the variations from the normal temperature of the different provinces of India for each day of the week :

PROVINCE.	MARCH 1895.	APRIL 1895.						Mean variation of week.
	31st	1st	2nd	3rd	4th	5th	6th	
	0	0	0	0	0	0	0	0
Burma . . . . .	—0·8	+0·1	—0·1	—0·2	+0·4	+1·5	+0·8	+0·2
Bengal and Assam . . . . .	+1·1	+0·2	—0·4	+0·2	+0·3	+0·3	—0·9	+0·1
North-Western Provinces and Oudh . . . . .	—1·4	—2·3	—0·2	+1·3	—1·4	—7·3	—5·9	—2·5
Punjab . . . . .	—0·1	+1·7	+2·3	+0·2	—7·1	—5·5	—4·8	—1·9
Bombay . . . . .	—0·3	+0·2	+0·6	+0·2	—0·1	+0·2	—1·2	—0·1
Central Provinces and Berar . . . . .	+0·6	—0·7	+0·3	+2·3	+0·8	—1·9	—5·1	—0·5
Central India and Gujarat . . . . .	—2·1	—2·8	—1·9	+0·7	—1·8	—6·4	—4·3	—2·7
Sind and Rajputana . . . . .	—0·4	+0·9	+1·1	+2·0	—4·5	—4·0	—2·3	—1·0
Madras . . . . .	—1·3	—1·2	—1·1	—0·9	—0·6	+0·4	+0·6	—0·6
Mean for whole of India . . . . .	—0·5	—0·4	+0·1	+0·6	—1·6	—2·5	—2·6	—1·0

From the 31st of March to the 3rd April the mean temperature of India was approximately normal, but on the 4th a sudden fall of over 2° occurred, and the mean temperature from that date to the close of the week was below the average. The greatest abnormal defect was on the 6th. The greatest deficiency in the temperature was recorded in the North-Western Provinces, Central India, and Gujarat, where, on some days, the mean was between 6° and 7° lower than usual. The Punjab was almost equally cool, and that province reported a deficiency of 7·1° on the 4th. The greatest variation in temperature was recorded in the



Punjab, where there was an excess of  $2.3^{\circ}$  on the second, and a deficiency of  $7.1^{\circ}$  on the 4th.

The highest maximum recorded on—

31st March	was	$105.2^{\circ}$	at	Cuddapah.
1st April	,,	$105.9^{\circ}$	,,	Chanda.
2nd	,,	$106.4^{\circ}$	,,	Ditto.
3rd	,,	$106.2^{\circ}$	,,	Nagpur.
4th	,,	$105.9^{\circ}$	,,	Chanda.
5th	,,	$107.1^{\circ}$	,,	Minbu.
6th	,,	$106.2^{\circ}$	,,	Cuddapah.

The hottest regions of the Indian area were hence, as was the case last week, the Central Provinces and Central Madras, except on the 5th, when there occurred a rise of temperature in Burma, and the hottest region was transferred temporarily to that province.

**Rainfall.**—From a large part of India rain was actually or practically absent during the past week, but in Assam and the Punjab the fall was general and moderately heavy, while in Tenasserim, Lower Bengal, the Central Provinces, and the south of the Peninsula, light scattered showers were received. The regions which received actually or practically no rain during the week included all the Burma divisions, except Tenasserim, the Central, North, Orissa, Chota Nagpur, and Bihar divisions of Bengal, all the North-Western Provinces divisions, all the divisions in the Peninsula, except Malabar and South Madras, and all the central and north-western divisions of India, except the east of the Central Provinces and the whole of the Punjab. In Tenasserim, Assam, the Punjab (South, Central, Submontane and Hill districts), Malabar and the Central Provinces (East), the average actual rainfall was in excess of the normal; in all the other divisions it was in defect.

The three concluding columns of the table, showing the state of the rainfall for the five weeks ending on April 6th, exhibit an excess of rain, for that period, over the north-west and west of the Punjab, over Khandesh, Berar, the Central Provinces divisions, over Sind, Central India, and over Rajputana; and a deficiency of rain in all other parts of the country. In Burma (except Tenasserim) and over a large part of the Peninsula there has been actually or practically no rainfall throughout.

The returns of the heavy falls of rain during the week, March 31st to April 6th, show that the only considerable amounts were received in North-Eastern and North-Western India. The station of Netrokona in Mymensingh received a total of 1.60 inches; Karinagunj in Sylhet received 7.25 inches; Nemotha in Cachar 6.61 inches; Cherrapunji in the Khasia Hills 4.55 inches; Jorhat in Sibsagar 3.42 inches; Sonapur in Kamrup 2.17 inches; Pathankote in Gurdaspur 1.11 inches; Tarntaran in Amritsar 1.19 inches; Dharmasala 1.31 inches; Mansehra in Hazara 1.62 inches; Ponnani in Calicut 2.24 inches; Bramhapuri in Chanda 1.07 inches; and Tenkasi in Tinnevely 1.73 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 6TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO APRIL 6TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to April 6th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA . . .	Tenasserim . . . . .	0'66	0'58	+ 0'08	0'71	0'83	— 14
	Lower Burma . . . . .	0	0'44	— 0'44	0	0'50	— 100
	Central Burma . . . . .	0	0'20	— 0'20	0	0'28	— 100
	Upper Burma . . . . .	0'04	?	?	0'14	?	?
	Arakan . . . . .	0	0'07	— 0'07	0	0'35	— 100
BENGAL AND ASSAM . . .	Eastern Bengal . . . . .	0'19	0'42	— 0'23	0'97	2'90	— 67
	Assam (Surma) . . . . .	3'92	2'93	+ 0'99	7'35	11'44	— 36
	Do. (Brahmaputra) . . . . .	1'71	1'35	+ 0'36	4'03	5'05	— 8
	Deltaic Bengal . . . . .	0'11	0'33	— 0'22	0'61	1'86	— 67
	Central Bengal . . . . .	0'03	0'20	— 0'17	0'53	1'06	— 50
	North Bengal . . . . .	0	0'43	— 0'43	0'82	1'94	— 58
	Orissa . . . . .	0'06	0'17	— 0'11	0'22	1'13	— 81
	Chota Nagpur . . . . .	0'01	0'09	— 0'08	0'70	0'99	— 29
	Bihar (South) . . . . .	0	0'05	— 0'05	0'04	0'38	— 80
	Do. (North) . . . . .	0	0'07	— 0'07	0'07	0'44	— 84
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0	0'06	— 0'06	0'21	0'28	— 25
	Do. (Submontane) (a)	0	0'05	— 0'05	0'20	0'30	— 33
	Oudh (South) . . . . .	0	0'04	— 0'04	0'35	0'35	0
	Do. (North) . . . . .	0	0'04	— 0'04	0'24	0'47	— 49
	North-Western Provinces (Central).	0	0'03	— 0'03	0'29	0'31	— 6
	North-Western Provinces (West).	0	0'04	— 0'04	0'18	0'41	— 56
	North-Western Provinces (Submontane). (b)	0'09	0'11	— 0'02	0'36	1'24	— 71
PUNJAB . . . . .	Punjab (South) . . . . .	0'10	0'05	+ 0'05	0'33	0'49	— 33
	Do. (Central) . . . . .	0'10	0'05	+ 0'05	0'29	0'50	— 42
	Do. (Submontane) . . . . .	0'42	0'10	+ 0'32	0'80	1'04	— 23
	Do. (Hill Districts) . . . . .	0'59	0'44	+ 0'15	2'00	2'94	— 32
	Do. (North-West) . . . . .	0'35	0'35	0	3'24	2'09	+ 55
	Do. (West) . . . . .	0'11	0'13	— 0'02	1'53	0'69	+ 122
	Do. (North-West) . . . . .	0'35	0'35	0	3'24	2'09	+ 55
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	0'44	0'42	+ 0'02	1'25	1'32	— 5
	Madras (South Central) . . . . .	0'02	0'32	— 0'30	0'06	1'13	— 95
	Coorg . . . . .	0'09	0'52	— 0'43	0'53	1'41	— 62
	Mysore . . . . .	0	0'16	— 0'16	0'02	0'47	— 96
	Konkan . . . . .	0	0'03	— 0'03	0	0'07	— 100
	Bombay Deccan . . . . .	0	0'13	— 0'13	0'03	0'30	— 90
	Hyderabad (North) . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	Khandesh . . . . .	0	0'03	— 0'03	0'07	0'05	+ 40
	Berar . . . . .	0	0'05	— 0'05	0'23	0'20	+ 15
	Central Provinces (West) . . . . .	0'03	0'05	— 0'02	0'39	0'32	+ 22
	Ditto (Central) . . . . .	0'06	0'09	— 0'03	1'15	0'56	+ 105
BOMBAY (NORTH) . . .	Ditto (East) . . . . .	0'20	0'14	+ 0'06	0'88	0'74	+ 19
	Gujarat . . . . .	0	0	0	0	0'01	— 100
	Kathiawar . . . . .	0	0	0	0	0'08	— 100
RAJPUTANA AND CEN- TRAL INDIA.	Sind . . . . .	0	0'02	— 0'02	0'57	0'21	+ 171
	Central India (East)	0	0'01	— 0'01	0'35	0'13	+ 169
	Rajputana (East), Central	0	0'01	— 0'01	0'47	0'16	+ 194
	India (West).	0	0'02	— 0'02	0'36	0'06	+ 500
MADRAS . . . . .	Rajputana (West) . . . . .	0	0'02	— 0'02	0'36	0'06	+ 500
	East Coast (North) . . . . .	0'05	0'09	— 0'04	0'12	0'58	— 79
	Ditto (ditto) (a) . . . . .	0'05	0'07	— 0'02	0'05	1'07	— 95
	Hyderabad (South) . . . . .	0	0'21	— 0'21	0'12	0'70	— 83
	Madras (Central) . . . . .	0	0'05	— 0'05	0'01	0'19	— 95
	East Coast (Central) . . . . .	0	0'01	— 0'01	0	0'32	— 100
	Ditto (South) . . . . .	0'01	0'07	— 0'06	0'01	0'42	— 98
MADRAS . . . . .	Madras (South) . . . . .	0'16	0'23	— 0'07	0'16	1'25	— 86

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DENZIL IBBETSON,

Offg. Secretary to the Government of India.

SIMLA, 11th April 1895.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 6th April.*—A few showers have fallen in parts of the Southern districts, on the West Coast, and in the Circars. The pre-monsoon rains are being anxiously looked for in the Central and Southern districts. Cultivation for the next crop is commencing on the West Coast; elsewhere it is confined to small areas under wells and the largest irrigation works. Irrigation supplies continue to decrease as usual this time of the year. The standing crops are not very extensive, but are suffering in many parts of the southern half of the Presidency. The harvest still continues on a small scale with only moderate yield. Fodder is generally sufficient, and the condition of cattle is generally good. Prices are almost stationary, but are slightly easier in most districts, and have risen slightly only in South Arcot, Salem, and Madura.

**Bombay.**—*For week ending 10th April.*—The standing crops are good, except in parts of Sind, where they have been damaged by insects, rust, or other causes. Reaping of the late crops continues in parts of thirteen districts, and preparations for next season in parts of fifteen. Cotton-picking is in progress in parts of Gujarat, Kathiawar, and the Karnatak. The fodder-supply is sufficient, except in parts of Shikarpur. Agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

**Bengal.**—*For week ending 8th April.*—There was rain in the Central and Eastern districts of the Province during the week. Preparation of the land for jute and autumn paddy is in progress, and in several districts sowing itself has commenced, but rain is still required in parts. Early paddy and indigo are doing well. The harvesting of the spring crops is approaching completion, and the general result is satisfactory. The weighment of opium has begun with expectation of a fair outturn. In Gaya the opium is said to be of high consistence. A good crop of *mahua* (*Bassia latifolia*) is expected in Gaya and Chota Nagpur. In Hazaribagh the fodder-supply is still scanty. The price of common rice continues steady and is normal.

**North-Western Provinces and Oudh.**—*For week ending 10th April.*—Weather clear and seasonable. Showers have fallen in one or two districts. The spring crops are being harvested. The outturn is good, except in Oudh, where the harvest is below normal. Sowing of sugarcane continues. Prospects on the whole are favourable. Markets are well supplied, and fodder is sufficient. Prices are normal with a tendency to fall.

**Punjab.**—*For week ending 10th April.*—Rain has fallen in all districts, except Hissar, Delhi, and Sialkot. Harvesting of the spring crops has commenced. Extra spring and autumn sowings are in progress. The crops are generally in good condition, and the produce is said to be an average one in some districts. The crops are slightly damaged by hail in parts of Ferozepore and Shahpur. Cattle are generally reported to be in good condition, and fodder is sufficient throughout the Province. Prices are rising in Shahpur, normal in Umballa, but low elsewhere.

**Central Provinces.**—*For week ending 10th April.*—Weather cloudy in most districts. A thunderstorm occurred in Nagpur on the 6th instant accompanied by hail and 1·20 inches of rain. Winter crops in Chhattisgarh somewhat damaged by cloudy weather and hail. Threshing of winter crops in full swing in the north and east and nearly completed in the south. Prices above normal in Seoni, but falling in Nagpur. Importation into Damoh continues.

**Burma.**—*For week ending 6th April.*—Light showers of rain have fallen on the Tenasserim Coast and in the northern parts of the Province. There are signs of an early monsoon. In Lower Burma agricultural operations are practically *nil*. In Upper Burma the cultivation of dry-weather paddy and miscellaneous food-crops is nearly completed. Reaping and gathering of the crops has commenced in some parts. Sowing of the early wet-weather paddy has also begun. The standing crops are in good condition, except in the Ava subdivision, where slight damage has been caused to peas. Prospects are generally favourable. The fodder and water-supply are sufficient. The price of paddy has fallen slightly in four districts of Lower Burma and one of Upper Burma; elsewhere the price is stationary. Prices are above normal in most places in Lower Burma and below normal in Upper Burma.

**Assam.**—*For week ending 9th April.*—Weather seasonable. Sowing of early rice and pressing of sugarcane continue. The condition of cattle is fair. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 10th April.*—**MYSORE:** The standing crops are withering in parts of the Tumkur and Kolar districts. Prospects are favourable. Prices have slightly risen in the Hassan district.

**COORG:** Rainfall moderate. The coffee crop has blossomed in some parts. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

**Berar and Hyderabad.**—*For week ending 10th April.*—**BERAR:** Weather warm. Ploughing of fields for the ensuing rain crop is well advanced. Fodder and water are sufficient. Prices have risen in two districts and fallen in one, but are stationary elsewhere.

**HYDERABAD:** Rainfall moderate during the week. Thunderstorms have occurred during the last few days. The standing crops are in favourable condition. Water in wells and tanks is sufficient for cultivation. Fodder is available for cattle. Prices are normal.

**Central India.**—*For week ending 10th April.*—No rain during the week. Agricultural operations are nearly completed in Bundelkhand, Baghelkhand, and Bhopawar, and are in progress in other Agencies. The probable outturn will be below average in Bundelkhand, but good in other Agencies. The condition of agricultural stock is indifferent in parts of Gwalior, Bundelkhand, and in parts of Bhopal, but is fairly good elsewhere. Pasturage is good and sufficient in all Agencies, but indifferent in some districts of Gwalior. Prices of food-grains are high in Goona, rising in part of Gwalior, falling in Bundelkhand, and normal elsewhere. The opium crop has been partly damaged by hail in Bhopal and by rain in Goona, but the crop is fairly good in other Agencies.

**Rajputana.**—*For week ending 10th April.*—Agricultural operations are satisfactory, and reaping continues. The standing crop prospects and agricultural stock are generally good. The crops have been partly damaged by hail in Dholpore. Fodder is sufficient, except in Dholpore. Prices are fluctuating in two States and falling in four, and steady elsewhere.

**Kashmir.**—*For week ending 9th April.*—**KASHMIR VALLEY:** Weather fine. The spring crops are in good condition. Prices continue normal.

**JAMMU PROVINCE.**—*For week ending 10th April.*—No rain. Standing crops in good condition. Fodder is sufficient. Prices are rising.

**Nepal.**—*For week ending 6th April.*—Rainfall very slight. Weather cloudy and misty. Prospects of the crops are good.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*





SUPPLEMENT TO  
**The Gazette of India.**

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No. 16.} CALCUTTA, SATURDAY, APRIL 20, 1895.

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

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GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

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RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE SIX MONTHS ENDING  
THE 30TH JUNE 1894.

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No. 109 R. Stat., dated Simla, the 3rd April 1895.

RESOLUTION.—By the Government of India, Public Works Department.

Read again—

Public Works Department Order No. 12 R. Stat., dated the 21st January 1892.

Public Works Department Order No. 77 R. Stat., dated the 13th March 1893.

Public Works Department Order No. 95 R. Stat., dated the 13th March 1894.

Read also—

The following note by the Director General of Railways, No. 49 Stat., dated the 8th March 1895, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the six months ending the 30th June 1894.

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Abstract No. 4, on pages 14 and 15 of the accompanying returns, shows the accidents to trains, rolling stock, permanent-way, etc., reported during the six months ending the 30th June 1894, and distinguishes the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

2. The total number of accidents and the casualties resulting therefrom, as compared with the average of the three previous corresponding half-years, are

summarized in the following table under the heads "Standard gauge," "Metre gauge" and "Special gauges":

	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>									
Six months ending the 30th June 1894	40	1,362	1,402	(a) 8	(b) 31	6	15	14	46
Average of the corresponding periods of the three previous years	64	1,293	1,357	4	20	5	19	9	39
<i>Metre gauge.</i>									
Six months ending the 30th June 1894	13	1,121	1,134	...	(c) 25	1	4	1	29
Average of the corresponding periods of the three previous years	21	1,042	1,063	2	14	6	7	8	21
<i>Special gauges.</i>									
Six months ending the 30th June 1894	...	34	34	...	...	...	...	...	...
Average of the corresponding periods of the three previous years	1	29	30	...	...	...	1	...	1
Total all gauges for six months ending the 30th June 1894	53	2,517	2,570	(a) 8	(d) 56	7	19	15	75
Average of the corresponding periods of the three previous years	86	2,364	2,450	6	34	11	27	17	61

3. The following table shows, for each gauge separately, the percentage of increase or decrease in the number of accidents, in the mean mileage worked and in the train-mileage run during the half-year under review, as compared with the average of the three previous corresponding half-years:

INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE FIRST-HALVES OF 1891, 1892 AND 1893.						
	ACCIDENTS.		MEAN MILEAGE		TRAIN-MILEAGE.	
	No.	per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard	+45	+ 3'32	+ 518	+ 4'82	+ 790,098	+ 3'27
Metre	+71	+ 6'68	+ 536	+ 8'23	+ 809,504	+ 8'72
Special	+4	+ 13'33	(e) -2	-0 82	-13,619	-6'11
TOTAL	+120	+ 4'90	+ 1,052	+ 0'01	+ 1,588,931	+ 4'73

4. The principal variations in the number of accidents as compared with the average of the corresponding periods of the three previous years, reported in connection with the working of the several gauges, are shown in the statement below under the classification adopted in abstract No. 4 of the returns:

GAUGE AND CLASSIFICATION,	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
<i>Standard gauge.</i>				
Collisions between goods trains or parts of goods trains . . . .	-6	+21	+15	+38'46
Passenger trains or parts of passenger trains leaving the rails . .	-8	-5	-13	-44'83
Goods trains, or parts of goods trains, engines, etc., leaving the rails . . . . .	-8	-9	-17	-15'89
Trains running over cattle on the line . . . . .	...	+88	+88	+16'89
Trains running over obstructions on the line . . . . .	+6	-17	-11	-20'37
The bursting of tubes, etc., of engines . . . . .	...	+53	+53	+151'43
The failure of machinery, springs, etc., of engines . . . . .	+1	+43	+44	+28'39
Fire in trains . . . . .	-1	-45	-46	-58'97
Fire at stations, or involving injury to bridges or viaducts . . . .	-2	-9	-11	-33'33
Under head "Other accidents" . . . . .	-5	-14	-19	-18'81
<i>Metre gauge.</i>				
Goods trains, or parts of goods trains, engines, etc., leaving the rails	-1	+11	+10	+16'95
Trains running over cattle on the line . . . . .	-3	+15	+12	+1'95
The bursting of tubes, etc., of engines . . . . .	...	+18	+18	+42'86
The failure of machinery, springs, etc., of engines . . . . .	...	+26	+26	+35'14
<i>Special gauges.</i>				
The flooding of portions of permanent-way . . . . .	...	+10	+10	+1,000'00

(a) Not passengers.

(c) Of these, one was not a passenger.

(b) Of these, three were not passengers.

(d) Of these, four were not passengers.

(e) Decrease due to the fair weather line on the Jorhat (state) railway having been taken up earlier than usual.



*Standard gauge.*

5. The increase under "Trains running over cattle on the line" was chiefly due to 34 accidents having been recorded under this head on the East Indian railway and 30 on the East Coast (state) railway.

6. Of the increase of 53 accidents under "The bursting of tubes, etc., of engines," the North Western (state) railway was responsible for 51.

7. Out of a total increase of 44 accidents under "The failure of machinery, springs, etc., of engines," the Great Indian Peninsula railway accounted for an increase of 34.

8. The principal variations under "Fire in trains" were decreases of 22 and 18 on the Madras and the Great Indian Peninsula railways, respectively.

*Metre gauge.*

9. The increase under "The bursting of tubes, etc., of engines" was almost entirely due to the number of accidents having risen from 17 to 34 on the Southern Mahratta railway.

10. Under "The failure of machinery, springs, etc., of engines," the chief increases took place on the Southern Mahratta and the Burma (state) railways, on which the numbers rose from 21 to 36 and 11 to 23, respectively.

*Special gauges.*

11. The increase under "The flooding of portions of permanent-way" was entirely due to the number recorded on the Morvi railway having risen from 1 to 11.

12. Taking all gauges together, the number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 278; next to that line comes the South Indian railway with 120, then the Rajputana-Malwa railway with 111, the East Indian railway with 110, the Eastern Bengal (state) railway with 100, the North Western (state) railway with 77, the Oudh and Rohilkhand (state) railway with 63, the Madras railway with 56, and the Great Indian Peninsula railway with 54.

In relation to train-mileage run, the number was highest on the Southern Mahratta railway, which gave an average of 1 accident in 6,173 train-miles run; the Bengal Dooars railway coming next with an average of 1 in 7,017; then the East Coast (state), the Nizam's Guaranteed State, the Dibru-Sadiya and the Jodhpore-Bikaner railways with averages of 1 in 7,454, 1 in 7,811, 1 in 8,726, and 1 in 10,495, respectively.

The lowest number recorded relatively to train-mileage run was on the Great Indian Peninsula railway, *viz.*, 1 in 111,310; the Bombay, Baroda and Central India railway coming next with 1 in 102,088; then the North Western (state) railway with 1 in 63,181, the East Indian railway with 1 in 51,022, the Gaekwar's Dabhoi railway with 1 in 47,993, and the Burma (state) railway with 1 in 47,321.

13. As compared with the average of the corresponding periods of the three previous years, the casualties to passengers and to servants in the employ of railways or of contractors not coming under the classification adopted in abstract No. 4 of the returns, as also the total casualties from all causes including trespassers, cases of suicide, etc., are shown, separately for each gauge, in the table below. (For details, *vide* abstract No. 2.)

GAUGES.	AVERAGE OF THE FIRST-HALVES OF 1891, 1892, AND 1893.						FIRST-HALF OF 1894.					
	PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.		PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard . . . .	27	73	69	223	227	370	24	60	80	216	259	364
Metre . . . . .	4	20	18	53	75	111	5	24	19	49	51	126
Special . . . . .	...	1	...	2	1	4	...	...	1	...	2	...
TOTAL . . . . .	31	94	87	278	303	485	29	84	100	265	312	490

14. The following table shows, for the several gauges, the number of persons reported to have been killed or injured in yards, workshops, etc., or to have died in carriages or at stations from causes unconnected with the working of trains:—

GAUGES.	Killed.	Injured.	Died.
Standard . . . . .	19	128	372
Metre . . . . .	1	14	96
Special . . . . .	...	...	1
TOTAL . . . . .	20	142	469

15. The statistical results of the half-year under review are summarized in the table below under certain selected heads:

PARTICULARS.	Standard.	Metre.	Special.	TOTAL	
				For six months ending the 30th June 1894.	Average of the corresponding periods of the three previous years.
Mean mileage worked . Miles.	11,259	7,051	242	18,552	17,500
Train-mileage run . . Miles.	24,960,480	10,094,103	209,978	35,264,561	33,678,628
Number of passengers carried . . . . . No.	45,759,894	23,681,796	448,529	69,890,219	61,456,611
Number of passenger units carried one mile . No.	2,146,037,968	926,446,711	11,593,312	3,084,077,991	2,793,057,573
Number of accidents per 100,000 train-miles run . No.	6	11	16	7	7
Proportion of passengers killed by accidents to trains ( <i>vide</i> abstract No. 4) to number carried . No.	...	...	...	<i>Nil.</i>	1 in 20,483,537
Proportion of passengers injured by accidents to trains ( <i>vide</i> abstract No. 4) to number carried . . . . . No.	1 in 1,634,282	1 in 986,741	...	1 in 1,344,042	1 in 2,048,354
Proportion of passengers killed from all causes ( <i>vide</i> abstract No. 2) to number carried . . . . . No.	1 in 1,906,662	1 in 4,736,359	...	1 in 2,410,008	1 in 1,807,371
Proportion of passengers injured from all causes ( <i>vide</i> abstract No. 2) to number carried . . . . . No.	1 in 519,999	1 in 493,371	...	1 in 513,899	1 in 495,569
Proportion of passengers killed and injured from all causes ( <i>vide</i> abstract No. 2) to number carried No.	1 in 408,570	1 in 446,825	...	1 in 423,577	1 in 388,928
Proportion of passengers killed and injured from all causes ( <i>vide</i> abstract No. 2) to number of passenger units carried one mile . . . . . No.	1 in 19,161,053	1 in 17,480,127	...	1 in 18,691,382	1 in 17,677,580



16. The accidents for the second quarter of 1894 are dealt with in the following note :

*Note on the accidents for the second quarter of 1894.*

The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred :

RAILWAY.	Number of accidents reported during the 2nd quarter of 1894.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>							
East Indian . . . . .	3	...	1	2	1	2	2
Indian Midland . . . . .	1	...	...	...	4	...	4
North Western (state) . . . . .	2	1	...	...	1	1	1
Oudh and Rohilkhand (state) . . . . .	1	...	...	...	1	...	1
Eastern Bengal (state) . . . . .	4	4	19	4	...	8	19
Bombay, Baroda and Central India . . . . .	1	...	...	...	1	...	1
<i>Metre gauge.</i>							
Burma (state) . . . . .	1	...	18	...	...	...	18
TOTAL . . . . .	...	5	38	6	8	11	46
Average of the three corresponding quarters of 1891, 1892 and 1893 . . . . .	...	3	21	5	15	8	36

(2). *East Indian railway.*—On the 4th April 1894, a Permanent-way Inspector's trolley was run over by a down light engine at mile 431 between Dildarnagar and Gahmar. The accident was due to the trolley having been placed on the line without orders and not protected by signals. Two trollymen were killed.

On the 10th April 1894, a down goods train, while being shunted into a siding at Bhadan, ran against the dead-buffer and was derailed. The guard to whose carelessness the accident was due was slightly injured.

On the 30th May 1894, the up chord mail, which entered the Burdwan station at too high a speed, ran past the platform into the siding and collided with a local passenger train which had been stabled there for the night. A second class passenger was slightly injured. The accident was due to the brakesman and driver having failed to keep the train under proper control. The brakesman has been dismissed and the driver fined R100.

(3) *Indian Midland railway.*—On the 13th April 1894, a light trolley was run into by a down goods train at mileage 21—15 between Mid Ghát and Barkhera stations. The accident was due to the trolley not having been protected by signals. The Sub-Inspector who was in charge of the trolley and three trollymen were injured.

(4) *North Western (state) railway.*—On the 26th May 1894, a collision took place between two engines in the Jacobabad locomotive yard through the carelessness of the locomotive staff. A railway servant was slightly injured.

On the 25th June 1894, a bullock cart was run into by a down goods train at a level-crossing near Nundero. The cartman was killed.

(5) *Oudh and Rohilkhand (state) railway.*—On the 19th April 1894, a level-crossing gate was run through by an up goods train. The gateman was injured.

(6) *Eastern Bengal (state) railway.*—On the 12th May 1894, a down mixed train ran into the Canning station at a high speed and came into contact with the dead-buffer at the end of the station line. Nine passengers were slightly injured.

On the 22nd May 1894, owing to a defect in the draw-bar of a wagon, an up mixed train parted on an incline at Champaháti, and when the driver shut

off steam and applied the brake, the rear portion of the train collided with the front portion. Seven passengers were slightly injured.

On the 7th June 1894, owing to the driver having run at an excessive speed and in disregard of signals, a down goods train was derailed in the Calcutta goods yard. Four servants were killed, and there was considerable damage to rolling stock.

On the 9th June 1894, a special goods train ran into a hackney carriage at the level-crossing gate at Brace bridge junction. Four of the occupants of the hackney carriage were killed and three injured.

(7) *Bombay, Baroda and Central India railway*.—On the 29th June 1894, the gauge glass of an engine of a down local train accidentally broke at the Colába station. A fireman was injured.

(8) *Burma (state) railway*.—On the 14th May 1894, owing to the points having been wrongly set, a collision took place between an up mixed and a down mixed train which was standing at the Kyauksé platform. Eighteen passengers were slightly injured and there was also damage to rolling stock.

ORDER.—Ordered, that the above note, with the abstract returns, be communicated for information to the Local Governments and Administrations, and to the officers noted in the margin.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.  
 The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.  
 The Resident at Hyderabad.  
 The Resident in Mysore.  
 The Agents to the Governor General for Rajputana, Central India, and Baluchistan.  
 The Director General of Railways.  
 The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Ordered further, that this note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,  
*Under Secretary.*

*Documents accompanying.*

Abstract returns of accidents for the six months ending the 30th June 1894.



## Enclosure to P. W. D. No. 109 R. Stat., dated the 3rd April 1895.

## ABSTRACT No. 1.

## GENERAL TOTAL.

NUMBER of PERSONS reported, during the six months ending 30th June 1894, as KILLED or INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS :—</b>								
From accidents to trains, rolling-stock, permanent-way, etc. . . . .	...	28	...	24	...	...	...	52
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	24	60	5	24	...	...	29	84
<b>SERVANTS :—</b>								
From accidents to trains, rolling-stock, permanent-way, etc. . . . .	6	15	1	4	...	...	7	19
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	80	216	19	49	1	...	100	265
<b>OTHER PERSONS :—</b>								
Whilst passing over railways at level-crossings . . . . .	16	4	2	1	...	...	18	5
Trespassers . . . . .	88	30	22	24	1	...	111	54
Suicides . . . . .	38	6	2	...	...	...	40	6
Miscellaneous, not included in either of the above . . . . .	7	5	...	...	...	...	7	5
<b>TOTAL</b> . . . . .	<b>259</b>	<b>364</b>	<b>51</b>	<b>126</b>	<b>2</b>	<b>...</b>	<b>312</b>	<b>490</b>

## ABSTRACT

NUMBER of PERSONS reported, during the SIX MONTHS ending 30th June 1894, as KILLED or INJURED in INDIA  
PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable.

Serial Number.	RAILWAYS.	PASSENGERS.																								SERVANTS AND OTHER PERSONS.																							
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.														From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																													
				1.—From falling between carriages and platforms.		2.—Falling on to the platform, ballast, etc., when getting into or out of trains.		3.—Whilst crossing the line at stations.		4.—By the closing of carriage doors.		5.—Falling out of carriages during the travelling of trains.		6.—Other accidents.		TOTAL.				TOTAL PASSENGERS.		1.—During shunting operations.		2.—Falling off engines, vans, wagons, etc.		3.—Coming in contact with over-bridges, etc., during the travelling of trains.		4.—Coming in contact while shunting with vehicles, etc., standing in adjoining lines.		5.—Getting on or off trains, engines, etc.		6.—Whilst loading, unloading or shunting.																	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.																		
<i>Standard gauge.</i>																																																	
State lines worked by companies.																																																	
I	East Indian (a) . . . .	4	6	2	1	7	2	...	...	3	8	1	2	13	19	13	23	2	1	...	1	...	3	...	...	1	2	2	...	3																			
II	Bengal-Nágpur . . . .	...	...	...	...	...	...	...	...	...	1	...	1	...	2	...	2	...	1	...	...	1	...	...	1	...	1	...	...	...																			
III	Indian Midland (b) . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	1	...	...	...	...	...	...	...	...																			
State lines worked by the State.																																																	
IX	North Western (state) (c) . . . .	...	...	...	1	1	...	1	...	6	8	1	1	8	11	8	11	...	1	2	1	...	2	...	2	3	...	2	4	...	1																		
XI	Ondh and Rohilkhand (state). . . .	...	...	...	...	...	...	...	1	...	6	...	...	...	7	...	7	...	1	...	...	...	...	...	...	...	...	...	...	...																			
XII	Eastern Bengal (state) (d). . . .	22	...	...	1	...	...	1	...	5	...	...	1	6	1	28	4	...	...	1	...	...	...	...	...	1	1	4	2	...																			
XV	East Coast (state) . . . .	...	...	...	...	...	...	...	...	...	1	1	1	1	1	1	...	2	...	1	...	2	...	...	...	...	...	...	...	...																			
Lines worked by guaranteed companies.																																																	
XVIII	Great Indian Peninsula (e). . . .	2	...	...	1	...	...	1	...	3	...	3	...	8	...	10	...	4	2	6	3	7	...	...	...	...	1	...	21	...																			
XIX	Bombay, Baroda and Central India (f). . . .	...	...	...	2	...	...	...	...	1	...	...	...	3	...	3	...	1	1	1	1	1	...	...	...	...	1	...	7	...																			
XX	Madras (g) . . . .	...	1	1	...	...	...	...	...	2	...	...	1	3	1	3	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...																		
Line owned by native state and worked by company.																																																	
XXVI	The Nizam's Guaranteed State (h). . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	3	...	...	1	...	...	...	...	...																			
TOTAL . . . .																																																	
Average for 3 previous corresponding periods.																																																	
<i>Metre gauge.</i>																																																	
State lines worked by companies.																																																	
XXXIII	Bengal and North-Western—																																																
	Tirhoot section. } Company's " " }	...	...	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	...	3	...	...	...	...	...	1	...	...	...	...																			
XXXV	Rajputana-Malwa (i) . . . .	...	...	2	...	1	...	...	...	7	1	...	3	8	3	8	...	...	1	2	1	2	...	...	...	...	...	...	3	...																			
XXXVII	Southern Mahratta (j). . . .	6	...	...	...	...	...	...	...	3	...	...	3	...	9	1	4	1	3	...	3	...	...	...	...	...	...	...	2	...																			
XL	South Indian (k) . . . .	...	...	...	...	...	...	...	...	5	...	...	5	...	5	...	5	...	...	...	...	...	...	...	...	...	...	...	1	...																			
Carried over . . . .																																																	

(a) Includes the Delhi-Umballa-Kalka and Tarkessur railways.

(b) " " the Bhopal-Itarsi railway.

(e) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amravati railways.

(f) " " the Gackwad's Pettad railway and the open portion of the Godhri.



No. 2.

by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

VANTS.

ACCIDENTS TO TRAINS, ETC.

7.—Whist breaking, springing, or chocking wheels.		8.—Whist working at cranes or capstans.		9.—Whist working on the permanent-way or in sidings.		10.—Whist walking along the line on the way home or to work.		11.—Whist walking, crossing, or standing on the line.		12.—Whist passing between vehicles.		13.—Whist attending to the machinery of engines, cleaning them, etc.		14.—Whist attending to gates at level-crossings.		15.—Falling or being caught between vehicles and platforms.		16.—Falling off ladders, scaffolds, platforms, etc.		17.—By falling of lamps, wagon-doors, timber, weights, etc.		18.—Whist coupling or uncoupling wagons.		19.—Miscellaneous.		Total.		Total Servants.		Whist passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total Others.		Total All Classes.		Serial Number.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
..	..	..	1	..	2	3	6	..	1	..	2	..	..	..	1	..	..	1	..	1	3	2	..	2	3	13	28	15	29	..	..	28	6	14	2	..	3	42	11	70	63	I.	
..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	3	3	6	3	7	1	..	6	..	6	1	..	..	13	1	16	10	II.	
..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	1	6	..	..	4	1	..	..	..	..	4	1	5	7	III.		
..	1	1	..	1	..	7	4	2	3	1	1	..	..	1	..	..	..	..	..	..	2	..	4	1	26	20	26	21	1	..	12	8	5	..	..	..	18	8	52	40	IX.		
..	..	..	..	1	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	1	3	1	3	2	1	..	7	4	8	3	2	..	18	7	21	16	XI.		
..	..	..	..	..	..	1	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	1	7	7	13	11	13	5	3	14	5	3	..	..	..	22	8	34	49	XII.		
..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	1	..	1	2	6	2	8	..	..	2	1	..	..	3	..	5	1	8	10	XV.		
..	2	..	..	2	..	4	4	..	..	..	..	2	..	1	..	1	..	18	2	12	..	17	11	93	11	97	5	..	7	3	2	..	1	..	15	3	26	110	XVIII.				
..	..	..	1	1	..	1	3	..	1	..	..	..	1	..	2	..	3	..	..	..	..	..	4	4	25	4	26	1	..	4	..	..	..	1	..	6	..	10	29	XIX.			
..	..	..	..	..	2	2	..	..	..	..	..	..	..	2	..	1	1	2	3	9	3	9	1	..	4	2	..	..	1	..	4	2	..	..	2	5	4	9	16	XX.			
..	1	..	1	3	1	1	..	..	1	..	3	..	..	..	..	..	1	1	..	..	..	..	7	13	7	13	1	1	..	..	..	..	..	..	1	1	8	14	XXVI.				
..	3	2	..	4	6	4	5	20	20	3	5	1	6	2	2	2	4	..	3	2	28	6	14	8	40	80	216	86	231	16	4	88	30	38	6	7	5	149	45	259	364		
1	2	..	3	2	5	2	2	17	16	3	2	1	1	2	1	1	4	..	5	1	11	5	18	11	52	69	223	74	242	6	6	83	25	31	2	5	5	125	38	227	370		
..	..	..	..	..	1	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	2	6	2	6	..	..	4	7	2	..	..	6	7	8	14	XXXIII.				
..	..	..	..	..	..	3	..	..	1	1	..	..	1	..	..	..	1	..	..	1	..	..	1	5	11	5	11	1	..	7	6	..	..	..	8	6	16	25	XXXV.				
..	..	1	..	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	4	13	5	17	..	..	7	2	..	..	..	7	2	12	28	XXXVII.					
..	..	2	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	..	4	2	4	2	1	1	..	2	..	..	..	..	1	3	5	10	XL.				
..	..	1	2	3	3	4	1	..	..	2	2	..	..	..	..	1	1	1	1	2	15	32	16	36	2	1	18	17	2	..	..	..	22	18	41	77							

(A) Includes the Bezwada extension.





No. 2—concluded.

by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—concluded.

[illegible]

ABSTRACT No. 3.

ABSTRACT NO. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, ETC., reported, during the six months ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident.

[illegible]

(a) Includes the Delhi-Umballa-Kalka and Tarkessur railways.

**(b) Not a passenger.**

(c) Includes the Bhopal-Itarsi railway.

(d) Includes the Rájputra-Bhatinda and the Jammu and Kashmir railways.



in INDIA, distinguishing the different classes of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—continued.

STANDARD GAUGE—contd.																
ODISH AND BOHILHAND (STATE).					EASTERN BENGAL (STATE). (a)					EAST COAST (STATE).			GREAT INDIAN PENINSULA. (d)			
Number.		Number of passengers and others.		Number of servants.		Total all classes.		Number.		Number of passengers and others.		Number of servants.		Total all classes.		
Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Killed.	Injured.	Killed.	Injured.	Total.	Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Local Governments under section 88 of the Indian Railways Act, No. IX of 1890.	Other accidents.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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(a) Includes the narrow gauge sections, the Bengal Central and the Cooch Behar railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported, during the six months ending 30th June 1894, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and the number of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—continued.

	STANDARD GAUGE—continued.										METRE GAUGE.									
	BOMBAY, BARODA AND CENTRAL INDIA. (a)					MADRAS. (b)					THE NIZAM'S GRANTHEED STATE. (c)					BENGAL AND NORTH-WESTERN (THEROOT AND COMPANY'S SECTIONS).				
	Number.		Number of passengers and others.		Total all classes.	Number.		Number of passengers and others.		Total all classes.	Number.		Number of passengers and others.		Total all classes.	Number.		Number of passengers and others.		Total all classes.
	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	62	63	63	1	70	4	74	74	78	2	61	63	65	86	1	2	88	89	90









ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SIX MONTHS ending 30th June 1894, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—continued.

	BENGAL DOOARS.										METRE GAUGE—contd.										JODHPUR-BICKANER.									
	Number.					Number of passengers and others.					Number of servants.					Number.					Number of passengers and others.					Number of servants.				
	Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.	Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Total.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	6	6	12	...	...	6	6	12	...	...	50	50	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Not a passenger.

in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	METHE GAUGE—contd.										SPECIAL GAUGES.									
	BHAYAGAR-GODDAL-JENAGAR-PORABDAR. (a).					JORET (2' 6").					DARJEELING-HIMALAYAN (2' 6").									
	Number.		Number of passengers and others.		Total all classes.	Number.		Number of passengers and others.		Total.	Number.		Number of passengers and others.		Total.	Number.		Number of passengers and others.		Total.
	Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Killed.	Injured.		Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Killed.	Injured.		Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Killed.	Injured.		Local Governments under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or incurring injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	22	22	...	...	...	22	22	...	...	...	10	10	...	...	...	6	6	...	...	...

(a) Includes the Jorehat-Railor railway.



ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported, during the six months ending 30th June 1894, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—concluded.

	SPECIAL GAUGES—continued.										MORTL (2' 6")									
	THE GASKAR'S DAHDOE (3' 6")																			
	Number.	Number of passengers and others.		Total all classes.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Number of servants.	Total all classes.	Number.	Number of passengers and others.		Total.	Killed.	Injured.	Number of servants.	Total all classes.	Accidents reported to Local Governments under section 83 of Act, No. IX of 1890.
1. Collisions between passenger trains or parts of passenger trains																				
2. Ditto ditto and goods or mixed trains, engines and vehicles standing foul of the line																				
3. Ditto goods trains or parts of goods trains																				
4. Ditto light engines																				
5. Passenger trains or parts of passenger trains leaving the rails																				
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails																				
7. Trains or engines travelling in the wrong direction through points																				
8. Trains running into stations or sidings at too high a speed																				
9. Trains running over cattle on the line																				
10. Ditto over obstructions on the line																				
11. Ditto through gates at level-crossings																				
12. The bursting of boilers of engines																				
12(a). The bursting of tubes, etc., of engines																				
13. The failure of machinery, springs, etc., of engines																				
14. Ditto of tyres																				
15. Ditto of wheels																				
16. Ditto of axles																				
17. Ditto of brake apparatus																				
18. Ditto of couplings																				
19. Ditto of tunnels, bridges, viaducts, culverts, etc.																				
20. Broken rails																				
21. The flooding of portions of permanent-way																				
22. Slips in cuttings or embankments																				
23. Fire in trains																				
24. Fire at stations, or in volving injury to bridges or viaducts																				
25. Other accidents																				
TOTAL ALL CLASSES	8	3	1	3	1	1	1	1	1	1	1	15	15	11	41	3	3	15	15	15

## ABSTRACT

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several RAILWAYS open  
different CLASSES of ACCIDENTS and the number of PASSENGERS, and OTHERS, and of RAILWAY

	STANDARD GAUGE LINES.												METRE GAUGE.																	
	Average number of accidents during the corresponding periods of 1891, 1892, and 1893.			SIX MONTHS ENDING THE 30TH JUNE 1894.												Average number of accidents during the corresponding periods of 1891, 1892, and 1893.			SIX MONTHS ENDING THE 30TH JUNE 1894.											
				Number.			Number of passengers and other.			Number of servants.			Total all classes.						Number.			Number of passengers and other.			Number of servants.			Total all classes.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.						
1. Collisions between passenger trains or parts of passenger trains	2	1	3	1	1	2	...	...	...	...	...	...	1	1	2	3	3	6	...	18	...	...	...	...	...					
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	9	10	19	5	11	16	...	11	...	3	...	14	2	9	11	3	3	6	...	...	...	...	...	...	...					
3. Collisions between goods trains or parts of goods trains	6	33	39	...	54	54	...	...	...	...	...	...	2	14	16	...	16	16	...	...	...	...	...	...	...					
4. Collisions between light engines	1	15	16	...	9	9	...	...	...	1	...	1	...	3	3	...	4	4	...	...	...	...	...	...	...					
5. Passenger trains or parts of passenger trains leaving the rails	11	18	29	3	13	16	...	...	...	...	...	...	1	12	13	...	14	14	...	...	...	...	...	...	...					
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	10	97	107	2	88	90	...	...	...	1	...	1	2	57	59	1	68	69	...	...	...	...	...	...	...					
7. Trains or engines travelling in the wrong direction through points	2	25	27	3	28	31	...	...	...	1	...	1	...	10	10	...	8	9	...	...	...	...	...	...	...					
8. Trains running into stations or sidings at too high a speed	...	2	2	3	5	8	...	10	4	...	4	10	...	3	3	...	11	12	...	...	...	...	...	...	...					
9. Trains running over cattle on the line	1	520	521	1	608	609	...	...	...	1	...	1	4	611	615	1	626	627	...	...	...	...	...	...	...					
10. Trains running over obstructions on the line	4	50	54	10	33	43	(a)	(a)	7	3	2	5	9	8	1	24	25	...	30	30	...	...	...	...	...					
11. Trains running through gates at level-crossings	...	17	17	1	14	15	...	...	...	1	...	1	...	17	17	...	9	9	...	...	...	...	...	...	...					
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
12(a). The bursting of tubes, etc., of engines	...	35	35	...	88	88	...	...	...	...	...	...	...	42	42	...	60	60	...	...	...	...	...	...	...					
13. The failure of machinery, springs, etc., of engines	...	155	155	1	198	199	...	...	...	...	...	...	...	74	74	...	100	100	...	...	...	...	...	...	...					
14. The failure of tyres	...	6	6	...	1	1	...	...	...	...	...	...	...	4	4	...	5	5	...	...	...	...	...	...	...					
15. Ditto of wheels	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...					
16. Ditto of axles	1	10	11	1	6	7	...	...	...	...	...	...	2	13	15	1	23	24	...	...	...	...	...	...	...					
17. Ditto of brake apparatus	...	...	...	...	2	2	...	...	...	...	...	...	...	2	2	...	2	2	...	...	...	...	...	...	...					
18. Ditto of couplings	...	53	53	2	42	44	...	7	...	1	...	8	...	69	69	...	63	63	...	...	...	...	...	...	...					
19. Ditto of tunnels, bridge, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
20. Broken rails	...	21	21	...	14	14	...	...	...	...	...	...	...	7	7	...	9	9	...	...	...	...	...	...	...					
21. The flooding of portions of permanent-way	3	8	11	5	1	6	...	...	...	...	...	...	5	10	15	1	16	17	...	...	...	...	...	...	...					
22. Slips in cuttings or embankments	5	13	18	1	9	10	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	...	...					
23. Fire in trains	2	76	78	1	31	32	...	...	...	...	...	...	...	27	27	...	29	29	...	...	...	...	...	...	...					
24. Fire at stations, or involving injury to bridges or viaducts	2	31	33	...	22	22	(a)	...	...	1	...	1	...	7	7	...	3	3	...	...	...	...	...	...	...					
25. Other accidents	5	96	101	...	82	82	...	...	...	1	...	1	1	22	23	...	19	20	...	...	...	...	...	...	...					
TOTAL FOR THE SIX MONTHS ENDING THE 30TH JUNE 1894	...	...	...	40	1,362	1,402	(a)	(b)	8	31	6	15	14	46	...	...	...	13	1,121	1,134	...	...	...	...	...					
Average of the corresponding periods of the three previous years	...	...	...	64	1,293	1,357	4	20	5	19	9	39	...	...	...	21	1,042	1,063	2	14	...	...	...	...	...					
Mean mileage worked	11,259												7,051																	
Number of servants employed	134,975												54,252																	
Train-mileage of all descriptions	24,960,480												10,094,103																	
Number of passengers carried	45,759,994												23,681,796																	
Passenger-mileage	2,146,037,968												926,446,711																	
Per mile open—																														
Train-mileage of all descriptions	2,217												1,432																	
Number of passengers carried	4,064												3,359																	
Passenger-mileage	190,606												131,392																	
Total passengers—																														
Killed per million of passengers	...												...																	
Injured per million of passengers	0.611												1.013																	
Killed per million of passenger miles	...												...																	
Injured per million of passenger miles	0.013												0.026																	

(a) Not passenger (s).

(b) Of these three were not passengers.

(c) Of these one was not a passenger.



for TRAFFIC in INDIA, reported during the SIX MONTHS ending 30th June 1894, distinguishing the SERVANTS KILLED or INJURED in each class of accident.

[illegible]

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 13th, 1895.

During the first four days of the week under review, pressure was exceedingly uniform throughout the greater part of India, and the barometric changes from day to day were in general small. During this period the winds were generally variable in direction, numerous calms were reported, and the force was generally low. There was a good deal of cloud at different times over considerable portions of the country, and the weather on some days was showery. On the 7th the showers were received in the central parts of the Peninsula and in the Central Provinces; on the 8th in the south of the Peninsula, on the Kumaun-Himalayas, and in Central Bengal; on the 9th in the south of the Peninsula, and on the 10th in the south of the Peninsula and in Lower Bengal. On the 11th a considerable change occurred. A deepish well-defined depression appeared over the western desert, the uniform pressures hitherto prevailing wholly disappeared, and the winds increased in force and became more steady. These conditions lasted till the close of the week. Near the centre of the depression in the north-west the barometer read about 0·17 inch below the normal, but notwithstanding this the disturbance exercised but little influence on the weather, which remained fine all over North-Western India, while showers continued to be received over Bengal and the south of the Peninsula. The heaviest rainfall was reported on the 13th, on which day several stations in Bengal registered largish amounts. The wet weather in North-Eastern and Southern India has been accompanied with low temperatures, while in North-Western India, where the weather has been dry, the temperature has been excessive.

**Daily Summary.**—*Sunday.*—Pressure was low in Lower Burma and the west of the Peninsula, relatively high in the east of the Peninsula, and highest in the Assam valley, but the pressure difference was everywhere small. The winds varied a good deal in direction, but at some stations had been strong. Showers had occurred at several inland stations.

*Monday.*—Pressure had increased except on the north-western frontier and at some central stations, where it had been steady. The general distribution was the same as on the preceding day, and readings were uniform generally. Variable winds prevailed, and calms were reported from several stations. The weather was cooler than usual, more especially in the North-Western and Central Provinces. Scattered showers were reported from different parts of the country, but more particularly from the south of the Peninsula.

*Tuesday.*—Very little change had occurred, and the pressure distribution was the same as on the 8th. Pressure was unusually uniform, and was above the normal, except in Lower Burma. Winds were again variable, and numerous calms were reported. Temperature remained low, except in Burma and Bombay. Showers had occurred in the south of the Peninsula.

*Wednesday.*—Pressure had decreased generally, but the change had been small, except in North-Western India and the Assam valley, where it had been brisk. Pressure remained very uniform generally, but a shallow depression was appearing over the western desert. Winds were southerly in Lower Burma and Madras, but remained variable and generally light elsewhere. Temperature, though rising slowly, was still generally low for the time of year in all provinces, except Burma and Bombay. Showers had occurred in the south of the Peninsula and in Lower Bengal.



*Thursday.*—Pressure had fallen over Northern India, and been steady or risen elsewhere. The fall over North-Western India has been brisk to rapid, and the depression in that region had undergone considerable development. In consequence the uniform pressures previously prevailing had disappeared and moderate gradients were shown. The winds were irregularly cyclonic over North-Western India, and southerly over the Bay and in Bengal. The force was increasing. Temperature had risen fast in North-Western India. The mean temperature was in excess of the normal in the Punjab, Sind, and Rajputana, normal in Burma, Bombay, Gujarat, and Central India, but still deficient in the North-Western and Central Provinces. Showers were reported from Burma and the south of the Peninsula.

*Friday.*—Pressure had fallen, except in North-Eastern India. The fall in North-Western and Central India had been brisk to rapid, and a large low pressure area covered the Punjab, Sind, Rajputana, and the west of the North-Western Provinces. Pressure was highest in the extreme east, and moderate gradients prevailed. Winds were generally unchanged in direction, but the force had increased in the north of the Bay and in Sind, Rajputana, and Central India. The mean temperature was excessive in North-Western India, but deficient elsewhere. Rain had fallen in North-Eastern India and the south-west of the Peninsula.

*Saturday.*—Pressure had risen generally, and the barometric gradients had become slighter, but otherwise the changes had been unimportant. A small local depression had appeared over Lower Bengal. Winds were also little changed. The force had been fresh to strong over the north of the Bay, in Bengal, and in the north of the Bombay Presidency. The mean temperature was excessive in the north-west, normal over the central parts of the country, and in defect elsewhere. Thundershowers have occurred generally over Bengal, and scattered showers over the south of the Peninsula. Showers had also occurred in Baluchistan.

**Temperature.**—The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

PROVINCE.	APRIL 1895.							Mean variation of week.
	7th	8th	9th	10th	11th	12th	13th	
	0	0	0	0	0	0	0	0
Burma . . . . .	+0.8	+1.0	+2.0	+0.8	0	—1.9	—1.2	+0.2
Bengal and Assam . . . . .	—3.2	—3.8	—2.7	—2.5	—2.0	—2.5	—5.2	—3.1
North-Western Provinces and Oudh . . . . .	—5.8	—6.0	—6.4	—5.7	—4.6	—1.0	—2.3	—4.5
Punjab . . . . .	—4.4	—3.6	—2.3	—1.0	+3.3	+2.1	+3.1	—0.4
Bombay . . . . .	—0.9	—0.8	—0.4	—0.8	+0.1	—1.6	—2.3	—1.0
Central Provinces and Berar . . . . .	—5.9	—5.5	—5.6	—6.4	—5.0	—2.9	—0.4	—4.5
Central India and Gujarat . . . . .	—2.0	—4.5	—5.0	—2.7	—0.9	+1.8	+0.8	—1.8
Sind and Rajputana . . . . .	—3.3	—3.7	—2.4	—1.1	+1.5	+7.1	+4.1	+0.3
Madras . . . . .	—0.5	—2.1	—1.8	—1.6	—2.0	—1.7	—1.7	—1.6
Mean for whole of India . . . . .	—2.8	—3.2	—2.7	—2.3	—1.1	—0.1	—0.6	—1.8

In Bengal, Assam, the North-Western Provinces, Bombay, the Central Provinces, and Madras, the mean temperature has been almost continuously below the normal average throughout the week; in Burma it was above for the first four days and subsequently below, and in the Punjab, Sind, Rajputana, Gujarat, and Central India it was below during the first four days and subsequently above the normal. For the whole of India the mean was low from the 7th to

the 11th, and normal on the 12th and 13th. In the North-Western and Central Provinces the mean temperature for the week was as much as  $4\frac{1}{2}^{\circ}$  below the average. The province of Sind and Rajputana exhibited the largest range of temperature during the week, for while on the 8th the mean was  $3\cdot7^{\circ}$  below the normal, on the 12th it was  $7\cdot1^{\circ}$  above.

The highest maxima recorded were—

On the 7th	April	$104\cdot3^{\circ}$	at Ahmedabad.
" 8th	"	$105\cdot3^{\circ}$	" "
" 9th	"	$105\cdot9^{\circ}$	" " and Deesa.
" 10th	"	$108\cdot4^{\circ}$	" Deesa.
" 11th	"	$109\cdot3^{\circ}$	" Jacobabad.
" 12th	"	$110\cdot2^{\circ}$	" Hyderabad (Sind).
" 13th	"	$106\cdot4^{\circ}$	" Jacobabad.

The above shows that temperature rose steadily between the 7th and the 12th, and then fell somewhat. At first the hottest region within the Indian area was Gujarat, but on the 11th the hottest region was transferred north-westward, and the highest maxima on the last three days of the week were reported from Sind.

**Rainfall.**—During the past week the rainfall has been actually or practically *nil* over Bihar, the North-Western Provinces, the Punjab, Gujarat, Kathiawar, Sind, Central India, Rajputana, and the northern half of the Peninsula. On the other hand, light general rain had been received in Burma and the Central Provinces, and moderate general rain in Assam, Bengal, and the southern half of the Peninsula. In all parts of the country the rainfall has accompanied and fallen during thunderstorms. The heaviest average actual rainfall reported was  $1\cdot89$  inches in Coorg, but in East Bengal, Malabar, Madras (South-Central), Mysore and Hyderabad (South) the average rainfall for the week exceeded 1 inch. In Burma, Bengal, and Assam the major part of the rainfall occurred during the latter half of the week, and in the Central Provinces at the commencement of the week, while in the south of the Peninsula the fall was spread over the whole week. The average actual rainfall was in excess of the normal average in Eastern, Deltaic, and Central Bengal, Orissa, Malabar, Madras (South-Central), Coorg, Mysore, the Bombay Deccan, Berar, all the divisions of the Central Provinces, the East Coast (North), Hyderabad (South), Madras (Centre), the East Coast (Centre), and Madras (South). In most divisions the excess was comparatively small, but in Malabar, Coorg, and Mysore the excess exceeded 1 inch. In all the remaining divisions the rainfall was less than the normal. In Assam the deficiency was large, the Surma valley having received only  $0\cdot67$  inch instead of the normal 4 inches, and the Brahmaputra valley only  $0\cdot35$  inch instead of  $1\cdot38$  inches.

The three concluding columns of the table show the state of the seasonal rainfall (from the 3rd of March to the 13th of April). In the north-west and west of the Punjab, in Malabar, in Coorg, in Mysore, in Berar, in the Central Provinces, in Sind, in Central India, in Rajputana, in Hyderabad (South), and in Madras (Centre) the fall for the above period has been in excess of the average. It will be seen, on comparing this list with that given last week, that a considerable improvement has occurred during the week under review. This is more particularly the case with regard to the Peninsula, Malabar, Coorg, Mysore, and parts of Hyderabad and of Madras having now received a good supply of rain.

The returns of heavy falls of rain during the week, April 7th to 13th, show that considerable amounts were received over Southern and over North-Eastern India. Manickgunj (Dacca) received  $3\cdot19$  inches; Kandi (Moorshedabad)  $3\cdot04$  inches; Ponani (Calicut)  $7\cdot78$  inches; Trivandrum  $3\cdot43$  inches; Yercand (Salem)  $3\cdot06$  inches; Bhawani (Coimbatore)  $3\cdot35$  inches; Kodaund (Nilgiris)  $3\cdot79$  inches; Devantully (Bangalore)  $3\cdot05$  inches; Tiptur (Tumkur)  $7\cdot20$  inches; and Anantapur  $3\cdot02$  inches.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 13TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO APRIL 13TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to April 13th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	0'31	0'62	— 0'31	1'02	1'45	— 30
	Lower Burma . . . . .	0'13	0'42	— 0'29	0'13	0'92	— 86
	Central Burma . . . . .	0'13	0'23	— 0'10	0'13	0'51	— 75
	Upper Burma . . . . .	0'12	?	?	0'26	?	?
	Arakan . . . . .	0	0'18	— 0'18	0	0'53	— 100
BENGAL AND ASSAM	Eastern Bengal . . . . .	1'27	0'68	+ 0'59	2'43	3'29	+ 26
	Assam (Surma) . . . . .	0'67	4'00	— 3'33	8'03	15'44	— 48
	Do. (Brahmaputra) . . . . .	0'35	1'38	— 1'03	4'98	6'44	— 23
	Deltaic Bengal . . . . .	0'74	0'43	+ 0'31	1'35	2'29	— 41
	Central Bengal . . . . .	0'48	0'32	+ 0'16	1'01	1'38	— 27
	North Bengal . . . . .	0'42	0'51	— 0'09	1'26	2'46	— 49
	Orissa . . . . .	0'70	0'29	+ 0'41	0'92	1'42	— 35
	Chota Nagpur . . . . .	0'02	0'15	— 0'13	0'72	1'14	— 37
	Bihar (South) . . . . .	0	0'05	— 0'05	0'04	0'43	— 91
NORTH-WESTERN PROVINCES AND OUDH.	Do. (North) . . . . .	0'01	0'17	— 0'16	0'08	0'61	— 87
	North-Western Provinces (East)	0	0'03	— 0'03	0'21	0'31	— 32
	Do. (Submontane) (a) . . . . .	0	0'10	— 0'10	0'20	0'39	— 49
	Oudh (South) . . . . .	0	0'04	— 0'04	0'35	0'38	— 8
	Do. (North) . . . . .	0	0'06	— 0'06	0'24	0'53	— 55
	North-Western Provinces (Central). . . . .	0	0'02	— 0'02	0'29	0'33	— 12
	North-Western Provinces (West). . . . .	0	0'05	— 0'05	0'18	0'46	— 61
	North-Western Provinces (Submontane). (b) . . . . .	0'01	0'19	— 0'18	0'39	1'42	— 73
PUNJAB	Punjab (South) . . . . .	0	0'16	— 0'16	0'33	0'65	— 49
	Do. (Central) . . . . .	0	0'13	— 0'13	0'29	0'63	— 54
	Do. (Submontane) . . . . .	0	0'28	— 0'28	0'80	1'32	— 39
	Do. (Hill Districts) . . . . .	0	0'81	— 0'81	2'00	3'75	— 47
	Do. (North-West) . . . . .	0'08	0'52	— 0'44	3'32	2'61	+ 27
	Do. (West) . . . . .	0	0'18	— 0'18	1'53	0'87	+ 76
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	1'68	0'56	+ 1'12	2'93	1'88	+ 56
	Madras (South Central) . . . . .	1'24	0'29	+ 0'95	1'29	1'43	— 10
	Coorg . . . . .	1'89	0'52	+ 1'37	2'42	1'93	+ 25
	Mysore . . . . .	1'68	0'17	+ 1'51	1'70	0'64	+ 166
	Konkan . . . . .	0	0'02	— 0'02	0	0'09	— 100
	Bombay Deccan . . . . .	0'34	0'12	+ 0'22	0'37	0'42	— 12
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh . . . . .	0	0'03	— 0'03	0'07	0'08	— 13
CENTRAL PROVINCES AND BERAR.	Berar . . . . .	0'14	0'03	+ 0'11	0'37	0'24	+ 54
	Central Provinces (West) . . . . .	0'22	0'07	+ 0'15	0'62	0'38	+ 63
	Ditto (Central) . . . . .	0'22	0'10	+ 0'12	1'37	0'66	+ 108
	Ditto (East) . . . . .	0'44	0'19	+ 0'25	1'32	0'92	+ 43
BOMBAY (NORTH)	Gujarat . . . . .	0	0	0	0	0'01	— 100
	Kathiawar . . . . .	0	0'10	— 0'10	0	0'18	— 100
	Sind . . . . .	0	0'11	— 0'11	0'57	0'32	+ 78
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East) . . . . .	0	0'02	— 0'02	0'35	0'15	+ 133
	Rajputana (East), Central India (West). . . . .	0'01	0'02	— 0'01	0'47	0'17	+ 176
	Rajputana (West) . . . . .	0	0'02	— 0'02	0'36	0'08	+ 350
MADRAS	East Coast (North) . . . . .	0'25	0'08	+ 0'17	0'37	0'66	— 44
	Ditto (ditto) (a) . . . . .	0	0'12	— 0'12	0'05	1'19	— 95
	Hyderabad (South) . . . . .	1'25	0'26	+ 0'99	1'37	0'96	+ 43
	Madras (Central) . . . . .	0'69	0'05	+ 0'64	0'70	0'24	+ 192
	East Coast (Central) . . . . .	0'11	0'03	+ 0'08	0'11	0'35	— 68
	Ditto (South) . . . . .	0'05	0'10	— 0'05	0'06	0'52	— 88
	Madras (South) . . . . .	0'61	0'28	+ 0'33	0'75	1'52	— 51

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DENZIL IBBETSON,

Offg. Secretary to the Government of India.

SIMLA, 18th April 1895.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 13th April.*—Rainfall good in Bellary, Anantapur, Coimbatore, Nilgiris, and on the West Coast; fair in Ganjam, Vizagapatam, in parts of Salem, Madura, and Tinnevely; scattered showers in Kurnool, Cuddapah, North Arcot, Trichinopoly, and Tanjore; no rain elsewhere. Cultivation has commenced on the West Coast and to a slight extent in other places under the recent rains. The standing crops chiefly under wells, and irrigation works are suffering in parts of the Carnatic and Southern districts. Some harvest is still going on with moderate yield. Fodder is generally sufficient, and cattle are in good condition. Prices of staple grains are slightly dearer in parts of the Southern districts; elsewhere prices are easier or stationary.

**Bombay.**—*For week ending 17th April.*—Slight rain in parts of the Upper Sind Frontier, the Karnatak, and Deccan. The standing crops are in good condition, except in Hyderabad where they are damaged by worms. Reaping of the late crops continues in parts of eleven districts, and preparations for the next season in parts of sixteen. Cotton-picking is in progress in parts of Gujarat and Dharwar. The fodder-supply is sufficient, except in one taluka of Shikarpur. Agricultural stock is in good condition. Prices are normal, except in parts of Sholapur and Ahmednagar.

**Bengal.**—*For week ending 15th April.*—Rain accompanied with thunderstorms fell generally over Bengal Proper, and has done good. It was heavy in the Western districts, where it was especially wanted. In Bihar there was no rain, and very little in Orissa and Chota Nagpur. The preparation of the land and the sowing of jute and of the autumn crops is going on, but more rain is required in parts. Spring rice and indigo are doing well. In Orissa the spring rice is being harvested. The harvesting of the spring crops is practically over, and the general result is good. The weighment of opium continues. The mango crop in Bihar promises well. The fodder-supply in Hazaribagh is still scanty. The price of common rice is generally steady with a slight tendency to fall.

**North-Western Provinces and Oudh.**—*For week ending 17th April.*—Weather clear. Slight showers in a few places. Harvesting of the spring crops is approaching completion. Threshing and winnowing are in progress. Irrigation of sugarcane continues, and sowing of indigo has commenced. Supplies and fodder are sufficient. Prices are normal, except in a few districts, where they have risen slightly. On the whole the crops in the Meerut division are excellent, in Agra and Rohilkhand they are good, in Benares and Allahabad fair, in Oudh below average.

**Punjab.**—*For week ending 17th April.*—Rain has fallen in Lahore tahsil only. Reaping and gathering of the spring crops are in progress. Sowings of



extra spring crops are going on, and that of the autumn crops has commenced. The condition and prospects of the crops are said to be good. Cattle are generally in good condition, and fodder is sufficient throughout the Province. Prices are below normal in Sialkot and Shahpur, normal in Umballa, and low elsewhere.

**Central Provinces.**—*For week ending 17th April.*—Weather somewhat cloudy with general light showers and thunderstorms in places. Hail in Seoni and Nagpur. Ploughing has commenced in some districts. Threshing of winter crops continues. Prices are above normal in Seoni and are rising slightly in Damoh. The price of wheat is falling in Saugor. Importation into Damoh continues.

**Burma.**—*For week ending 13th April.*—Light showers of rain have fallen in three divisions of Lower Burma and in two divisions of Upper Burma. In Upper Burma transplanting of the dry-weather crops is nearly completed, and reaping and gathering are in progress in places. Ploughing and sowing of the early wet-weather crops are commencing in the irrigated tracts. The standing crops are in good condition, except in parts of the Sagaing and Minbu districts. The fodder and water-supply are sufficient. Prices are normal and steady.

**Assam.**—*For week ending 16th April.*—Weather dry. Sowing of the early rice and pressing of sugarcane are progressing. Condition of cattle is fair. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 17th April.*—**MYSORE:** Rain has fallen in all districts. The standing crops are in good condition. Prices have fallen in Hassan and risen in Kolar.

**COORG:** Rainfall moderate. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

**Berar and Hyderabad.**—*For week ending 17th April.*—**BERAR:** Weather warm and cloudy. Preparation of land for the ensuing crop continues. Fodder and water-supply are ample. Prices are almost steady.

**HYDERABAD:**—Rainfall moderate during the week. Storms with hail in some districts. The hot-weather crops are in good condition. The spring crops are being threshed. Grass is scarce in Aurungabad. Water in tanks and wells is sufficient for cultivation. Prices continue normal.

**Central India.**—*For week ending 17th April.*—Some rain fell in the Baghelkhand district during the week, and heavy rain at Indore. Agricultural operations have been completed in Bundelkhand, but are in progress in other Agencies. The probable outturn will be good. The condition of agricultural stock is fairly good in all Agencies, except in parts of Goona and Bhopal. Pasturage is good and sufficient in all Agencies. Prices of food-grains are high in Bhopal and Goona, falling in Bundelkhand, normal elsewhere. The condition of opium is bad in part of Gwalior, and the crop has been partly damaged by rain in Goona, but is fair elsewhere.

**Rajputana.**—*For week ending 17th April.*—Rainfall slight in Abu, Kotah, Ajmere, and Bikanir. Agricultural operations are satisfactory. Reaping continues. The standing crops, prospects, and agricultural stock are generally good. The crops have been damaged partly by hail in Dholpore. Fodder is sufficient, except in Dholpore. Prices are fluctuating in three States, rising in one, falling in two, and steady elsewhere.

**Kashmir.**—*For week ending 16th April.*—KASHMIR VALLEY: Rain has fallen twice during the week. The spring crops are reported to be in good condition. Prices continue normal.

**JAMMU PROVINCE.**—*For week ending 15th April.*—Rainfall slight. The spring crops are in good condition. Cattle are healthy. Prices are stationary.

**Nepal.**—*For week ending 13th April.*—Weather cloudy and cold. The prospects of the wheat crop are good. Sowing of maize has been delayed for want of rain.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 31ST MARCH 1894, AND FROM 1ST JANUARY TO 31ST MARCH 1895.**

*N.B.—As regards the figures in column Total Earnings from 1st January 1895, audited figures have been used as far as possible.*

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	WEEK ENDING 31ST MARCH 1894.				LAST 8 DAYS OF MARCH 1895.				Earnings from 1st January to 31st March 1894.	Earnings from 1st January to 31st March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian . . . . .	655	1,634	10,72,462	656	1,687	12,67,815	752	1,45,53,258	1,43,37,367	...	2,15,891	...	
Bengal-Nagpur . . . . .	189	862	1,93,132	224	862	1,83,848	213	23,57,297	24,01,208	43,911	...	...	
Indian Midland (a) . . . . .	162	752	1,16,683	155	752	1,27,734	170	15,54,149	14,38,207	...	1,15,942	...	
Bezwa extension . . . . .	108	21	2,973	142	21	3,201	152	26,389	39,044	12,655	...	...	
Metre gauge—													
Rajputana-Malwa (b) . . . . .	324	1,719	4,65,167	271	1,790	5,83,900	326	68,83,706	69,55,268	71,502	...	...	
Palampur-Deesa . . . . .	47	17	955	56	17	1,287	76	10,140	12,059	1,919	...	...	
South Indian . . . . .	143	1,043	1,58,216	152	1,042	1,82,253	175	17,41,969	20,43,209	3,01,240	...	...	
Máyavaram-Mutupet . . . . .	61	...	...	...	54	4,450	82	...	47,138	47,138	...	...	
Southern Mahratta (c) . . . . .	115	1,165	1,33,711	115	1,165	1,66,928	143	15,45,681	16,98,984	1,53,303	...	...	
Bengal and North-Western (d) . . . . .	162	756	1,08,298	143	756	1,58,941	210	14,51,299	15,89,837	1,38,538	...	...	
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	229	22,120	97	231	27,263	118	2,62,986	2,78,618	15,632	...	...	
TOTAL	286	8,198	22,73,717	277	8,377	27,07,620	323	3,03,86,874	3,08,40,879	4,54,005	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (state) (e) . . . . .	255	2,507	7,39,853	295	2,511	9,44,059	376	83,27,128	86,85,952	3,58,824	...	...	
Oudh and Rohilkhand (state) . . . . .	287	741	1,92,900	200	797	2,54,041	319	26,25,371	31,05,769	5,40,398	...	...	
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	2,73,776	337	813	3,11,870	384	31,90,713	34,86,716	2,96,003	...	...	
Bengal Central (f) . . . . .	126	125	15,647	125	125	19,304	154	2,00,837	2,25,205	24,368	...	...	
East Coast (state) . . . . .	107	266	26,613	100	351	50,138	160	3,23,665	4,40,988	1,17,323	...	...	
Metre gauge—													
Burma (state) . . . . .	199	730	1,83,347	251	746	1,67,308	224	22,15,904	22,44,900	28,996	...	...	
Special gauges—													
Jorhat (state provincial) . . . . .	44	28	1,426	51	28	1,704	61	14,392	16,266	1,874	...	...	
Cherra-Companyganj (state provincial) . . . . .	60	8	427	53	8	616	77	5,971	7,965	1,994	...	...	
TOTAL	244	5,218	14,33,989	275	5,379	17,55,040	326	1,69,03,981	1,82,73,761	13,69,780	...	...	
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (g) . . . . .	596	1,490	8,33,889	560	1,490	8,69,392	583	1,22,51,323	1,01,98,543	...	20,52,780	...	
Bombay, Baroda and Central India . . . . .	801	461	3,76,906	818	461	4,89,571	1,062	42,51,998	45,14,691	2,62,693	...	...	
Madras . . . . .	237	840	2,21,568	264	840	2,72,908	325	25,28,625	27,73,945	2,45,320	...	...	
TOTAL	522	2,791	14,32,363	513	2,791	16,31,871	585	1,90,31,946	1,74,87,179	...	15,44,767	...	
TOTAL (GUARANTEED AND STATE)	313	16,207	51,40,069	317	16,547	60,94,531	368	6,63,22,801	6,66,01,819	2,79,018	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	167	161	37,768	235	161	47,260	294	3,24,116	3,56,266	32,150	...	...	
Tarkessur . . . . .	308	22	6,229	283	22	7,330	333	84,970	85,628	658	...	...	
Metre gauge—													
Rohilkund and Kumaon (Company's section) . . . . .	149	67	11,386	170	66	9,680	147	1,24,501	84,324	...	40,177	...	
Bengal Doonars . . . . .	80	32	1,648	51	36	2,663	74	28,701	36,478	7,777	...	...	
Dibru-Sadiya . . . . .	133	78	12,725	163	78	14,449	185	1,38,466	1,52,577	14,111	...	...	
Special gauge—													
Darjeeling-Himalayan . . . . .	232	51	11,905	233	51	13,890	272	1,32,042	1,43,554	11,512	...	...	
TOTAL	166	411	81,661	199	414	95,272	230	8,32,796	8,58,827	26,031	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state . . . . .	185	333	61,873	186	333	81,098	244	7,27,506	8,62,351	1,34,845	...	...	
The Gaekwar's Petlad . . . . .	112	13	1,449	111	13	1,397	107	16,522	17,301	779	...	...	
Rajputa-Bhatinda . . . . .	192	108	19,999	185	108	20,563	190	2,14,395	4,77,570	2,63,175	...	...	
Kolar Gold-fields . . . . .	306	...	...	...	10	2,473	247	...	30,589	30,589	...	...	
Metre gauge—													
Southern Mahratta (Mysore section) (h) . . . . .	88	362	30,587	84	362	37,493	104	3,91,305	4,31,221	39,916	...	...	
The Gaekwar's Mehsana . . . . .	98	93	9,042	97	93	9,773	105	1,19,579	97,343	...	22,236	...	
Kolhapur . . . . .	92	29	3,434	118	29	2,124	73	30,519	28,336	...	2,183	...	
Special gauge—													
The Gaekwar's Dabhoi . . . . .	81	72	4,253	59	72	4,244	59	72,723	49,887	...	22,836	...	
Cooch Behar . . . . .	30	22	884	40	22	943	43	6,651	16,136	9,485	...	...	
TOTAL	130	1,032	1,31,521	127	1,042	1,60,108	154	15,79,200	20,10,734	4,31,534	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	131	334	46,412	139	334	56,832	170	5,54,315	5,11,319	...	42,996	...	
Jetalsar-Rajkot . . . . .	68	46	2,702	59	46	4,316	94	38,549	44,875	6,326	...	...	
Jodhpur-Bickaneer . . . . .	75	364	28,013	77	364	24,187	66	3,55,833	2,80,791	...	75,042	...	
Special gauge—													
Morvi . . . . .	75	94	6,188	66	94	7,068	75	85,419	83,904	...	1,515	...	
TOTAL	97	838	83,315	99	838	92,403	110	10,34,116	9,20,889	...	1,13,227	...	
GRAND TOTAL	290	18,488	54,36,566	294	18,841	64,42,314	342	6,97,68,913	7,03,92,269	6,23,356	...	...	

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. LI of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 31ST MARCH 1894.				LAST 8 DAYS OF MARCH 1895.				Earnings from 1st April 1893 to 31st March 1894.	Earnings from 1st April 1894 to 31st March 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian . . . . .	602	1,634	10,72,462	656	1,687	12,67,815	752	5,11,87,447	5,27,37,853	15,50,406	...	...	
Bengal-Nagpur . . . . .	149	862	1,93,132	224	862	1,83,848	213	66,96,087	67,34,558	38,471	...	...	
Indian Midland (a) . . . . .	132	752	1,16,683	155	752	1,27,734	170	51,63,150	56,47,947	4,84,797	...	...	
Bezwa Extension . . . . .	95	21	2,973	142	21	3,201	152	1,05,553	1,83,671	78,118	...	...	
Metre gauge—													
Rajputana-Malwa (b) . . . . .	261	1,719	4,65,167	271	1,790	5,83,900	326	2,30,65,748	2,52,15,702	21,49,954	...	...	
Palampur-Deesa . . . . .	41	17	955	56	17	1,287	76	(c) 14,576	39,463	24,887	...	...	
South Indian . . . . .	144	1,043	1,58,216	152	1,042	1,82,253	175	78,23,020	83,47,800	5,24,780	...	...	
Máyavaram-Mutpet . . . . .	...	...	...	...	...	4,450	82	...	(d) 2,10,597	2,10,597	...	...	
Southern Mahratta (e) . . . . .	100	1,165	1,33,711	115	1,165	1,66,928	143	60,31,399	63,72,799	3,41,400	...	...	
Bengal and North-Western (f) . . . . .	132	756	1,08,298	143	756	1,58,941	210	51,89,923	56,98,084	5,08,161	...	...	
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	67	229	22,120	97	231	27,263	118	7,82,276	9,87,902	2,05,626	...	...	
TOTAL	250	8,198	22,73,717	277	8,377	27,07,620	323	10,60,59,179	11,21,76,376	61,17,197	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (state) (g) . . . . .	232	2,507	7,39,853	295	2,511	9,44,059	376	3,02,71,016	3,28,18,144	25,47,128	...	...	
Oudh and Rohilkhand (state) . . . . .	242	741	1,92,900	260	797	2,54,041	319	89,75,800	1,10,59,234	20,83,434	...	...	
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	309	813	2,73,776	337	813	3,11,870	384	1,26,39,952	1,43,11,730	16,71,778	...	...	
Bengal Central (h) . . . . .	120	125	15,647	125	125	19,304	154	7,81,144	8,44,547	63,403	...	...	
East Coast (state) . . . . .	71	266	(i) 26,613	100	351	56,138	160	(i) 7,94,715	15,98,002	8,03,287	...	...	
Metre gauge—													
Burma (state) . . . . .	171	730	1,83,347	251	746	1,67,308	224	64,52,748	63,16,350	...	1,36,398	...	
Special gauges—													
Jorhat (state provincial) . . . . .	49	28	1,426	51	28	1,704	61	70,928	73,807	2,879	...	...	
Cherra-Companyganj (state provincial) . . . . .	54	8	427	53	8	616	77	22,421	26,832	4,411	...	...	
TOTAL	226	5,218	14,33,989	275	5,379	17,55,040	326	6,00,08,724	6,70,48,646	70,39,922	...	...	
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (j) . . . . .	510	1,490	8,33,889	560	1,490	8,69,392	583	3,94,99,297	3,41,46,700	...	53,52,597	...	
Bombay, Baroda and Central India . . . . .	638	461	3,76,905	818	461	4,89,571	1,062	1,52,85,272	1,62,11,176	9,25,904	...	...	
Madras . . . . .	238	840	2,21,568	264	840	2,72,905	325	1,03,85,409	1,05,66,333	1,80,924	...	...	
TOTAL	440	2,791	14,32,363	513	2,791	16,31,871	585	6,51,69,978	6,09,24,209	...	42,45,769	...	
TOTAL (GUARANTEED AND STATE) .	277	16,207	51,40,069	317	16,547	60,94,531	368	23,12,37,881	24,01,49,231	89,11,350	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	148	161	37,768	235	161	47,260	294	12,41,665	13,75,238	1,33,573	...	...	
Tarkessur . . . . .	253	22	6,229	283	22	7,330	333	2,89,949	3,07,044	17,095	...	...	
Metre gauge—													
Rohilkund and Kumaon (Company's section) . . . . .	137	67	11,386	170	66	9,680	147	4,76,090	4,19,136	...	56,954	...	
Bengal Doars . . . . .	77	32	1,648	51	36	2,663	74	1,29,758	2,15,064	85,306	...	...	
Dibru-Sadiya . . . . .	130	78	12,725	163	78	14,449	185	5,27,815	5,45,756	17,941	...	...	
Special gauge—													
Darjeeling-Himalayan . . . . .	238	51	11,905	233	51	13,890	272	6,31,966	6,47,794	15,828	...	...	
TOTAL	155	411	81,661	199	414	95,272	230	32,97,243	35,10,032	2,12,789	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state . . . . .	158	333	61,873	186	333	81,098	244	27,27,546	32,18,782	4,91,236	...	...	
The Gackwar's Petlad . . . . .	92	13	1,449	111	13	1,397	107	62,477	70,447	7,970	...	...	
Rajpura-Bhatinda . . . . .	129	108	19,999	185	108	20,563	190	7,39,717	15,22,208	7,82,491	...	...	
Kolar Gold-fields . . . . .	...	...	...	...	10	2,473	247	...	(k) 1,06,360	1,06,360	...	...	
Metre gauge—													
Southern Mahratta (Mysore section) (l) . . . . .	95	362	30,587	84	362	37,493	104	17,22,178	16,84,477	...	37,701	...	
The Gackwar's Mehsana . . . . .	75	93	9,042	97	93	9,773	105	3,62,346	3,57,736	...	4,610	...	
Kolhapur . . . . .	77	29	3,434	118	29	2,124	73	1,16,820	1,21,207	4,387	...	...	
Special gauges—													
The Gackwar's Dabhoi . . . . .	67	72	4,253	59	72	4,244	59	2,52,223	2,17,480	...	34,743	...	
Cooch Behar . . . . .	20	22	884	40	22	943	43	(m) 12,507	49,754	37,247	...	...	
TOTAL	114	1,032	1,31,521	127	1,042	1,60,108	154	59,95,814	73,48,451	13,52,637	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	118	334	46,412	139	334	56,832	170	20,41,916	17,97,291	...	2,44,625	...	
Jetalsar-Rajkot . . . . .	60	46	2,702	59	46	4,316	94	(n) 1,41,556	1,61,881	20,325	...	...	
Jodhpur-Bikaner . . . . .	54	364	28,013	77	364	24,187	66	10,15,076	10,86,387	71,311	...	...	
Special gauge—													
Morvi . . . . .	67	94	6,188	66	94	7,068	75	3,28,354	3,18,834	...	9,520	...	
TOTAL	81	838	83,315	99	838	92,403	110	35,26,902	33,64,393	...	1,62,509	...	
GRAND TOTAL	256	18,488	54,36,566	294	18,841	64,42,314	342	24,40,57,840	25,43,72,107	1,03,14,267	...	...	

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 8th November 1893 to 31st March 1894.

(d) Total earnings from 2nd April 1894 to 31st March 1895.

(e) Includes the Guntakal-Mysore frontier section.

(f) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western

(h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(i) Includes the earnings of the Bezwa-Godavari section.

(j) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amraoti railways.

(k) Total earnings from 1st June 1894 to 31st March 1895.

(l) Includes the Mysore-Najangud and the Yesvantpur-Mysore frontier sections.



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SUPPLEMENT TO  
**The Gazette of India.**

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No. 17.} CALCUTTA, SATURDAY, APRIL 27, 1895.

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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[illegible]

(a) Not stated.

	Not sold.
1970	1971
1972	1973
1974	1975
1976	1977
1978	1979
1980	1981
1982	1983
1984	1985
1986	1987
1988	1989
1990	1991
1992	1993
1994	1995
1996	1997
1998	1999
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2166	2167
2168	2169
2170	2171
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2222	2223
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2240	2241
2242	2243
2244	2245
2246	2247
2248	2249
2250	2251
2252	2253
2254	2255
2256	2257
2258	2259
2260	2261
2262	2263
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2292	2293
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2296	2297
2298	2299
2300	2301
2302	2303
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2306	2307
23	

† Not procurable.

• Kalai.



QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR RAGI ( <i>Hemina coromana</i> ).		KANGRI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer aridinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.		
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—continued.																											
Bihar, south—																											
Monghyr.	12 0	12 0	16 0	16 0	10 8	10 8	13 0	13 0	14 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0
Gaya.	12 0	12 0	18 0	18 0	11 8	11 0	15 8	16 0	16 0	17 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0
Patna.	15 0	14 0	27 0	27 0	10 0	10 0	18 0	18 0	20 0	19 0	...	...	24 0	...	...	...	20 0	14 8	24 0	22 8	18 0	17 0	13 0	13 0	14 0	10 8	10 8
Shahabad.	12 0	12 0	18 0	18 0	9 0	9 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	...	20 0	18 0	...	...	12 0	12 0	10 0	10 8	10 8
Bihar, north—																											
Patna.	12 0	13 0	15 2	15 2	14 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 2	...	...	...	...	32 0	32 0	10 0	10 0	10 0
Bhagalpur.	12 8	12 10	16 0	16 0	14 8	14 8	17 10	17 10	...	...	...	...	...	...	...	...	16 0	11 8	20 3	20 3	15 2	15 2	151 8	151 8	10 0	10 0	10 0
Darbhanga.	12 8	13 8	16 0	16 0	10 8	10 4	16 0	16 0	...	...	...	...	24 0	...	...	...	16 0	16 0	21 0	20 0	13 0	14 0	160 0	160 0	10 0	10 0	10 0
Muzaffarpur.	11 0	13 0	19 0	19 0	8 0	8 0	15 4	14 0	...	...	...	...	...	...	...	...	16 0	16 8	22 4	23 0	19 0	15 0	160 0	160 0	11 0	11 0	11 0
Seran.	13 0	13 8	24 0	22 8	10 8	10 8	16 0	15 8	...	...	...	...	18 0	...	...	...	16 0	17 12	21 0	20 8	16 0	15 0	160 0	160 0	10 8	10 8	10 8
Champardin.	14 8	14 0	21 0	21 0	8 8	8 4	17 0	17 0	...	...	...	...	...	...	...	...	16 0	15 3	24 4	24 4	14 8	14 0	180 0	180 0	10 12	10 12	10 8
N.W. Provinces—																											
Rastoon.																											
Mirzapur.	12 0	12 8	16 0	16 0	6 0	7 0	13 0	13 0	16 0	18 0	14 11	14 10	...	...	...	...	17 0	17 0	16 8	18 0	16 0	16 8	100 0	100 0	9 0	9 0	9 0
Benares.	14 13	14 18	17 5	17 12	8 11	8 11	12 3	12 3	18 2	17 9	16 0	14 10	...	...	...	...	18 0	18 13	18 2	18 13	16 0	15 3	140 0	140 0	9 4	9 4	9 4
Ghazipur.	13 0	13 0	17 0	16 8	7 12	7 12	14 8	14 8	16 4	16 4	16 0	12 0	...	...	...	...	15 8	15 8	16 0	16 0	15 0	15 0	160 0	160 0	9 8	9 8	9 8
Jaunpur.	14 0	12 0	17 0	16 4	7 0	7 0	12 0	11 8	...	...	...	...	...	...	...	...	17 0	15 0	...	...	...	...	145 0	145 0	9 8	9 8	9 8
Allahabad.	11 12	12 4	19 0	19 0	10 0	10 8	12 0	12 0	18 4	18 0	16 0	18 0	...	...	...	...	18 0	19 8	17 12	18 0	16 0	16 0	80 0	80 0	10 0	10 0	10 0
Central—																											
Banda.	13 8	13 8	18 0	18 8	8 0	8 0	12 0	12 0	16 0	16 0	16 0	16 0	...	...	...	...	18 8	18 8	...	...	...	...	180 0	180 0	10 0	10 0	10 0
Fatehpur.	12 12	12 12	18 0	18 8	7 0	7 0	12 8	11 0	19 8	18 0	16 0	17 0	...	...	...	...	18 0	18 8	...	...	...	...	160 0	160 0	10 0	10 0	10 0
Farrukpur.	15 4	14 12	...	...	8 0	8 0	11 0	11 8	...	...	17 0	17 0	...	...	...	...	20 4	20 0	...	...	...	...	140 0	140 0	10 0	10 0	10 0
Jalaun.	14 0	14 0	17 0	17 0	9 0	9 0	10 0	10 0	20 0	20 0	15 0	16 0	...	...	...	...	18 0	19 0	16 0	16 0	20 0	20 0	160 0	160 0	11 0	11 0	11 0
Cawnpore.	17 0	16 8	21 8	21 8	8 0	8 0	13 0	13 0	20 0	20 0	20 0	20 0	...	...	...	...	18 0	22 8	22 8	22 8	21 0	20 0	130 0	130 0	11 8	11 8	11 8
Etawah.	16 8	16 4	19 8	19 12	5 0	5 0	12 4	12 4	18 2	18 2	18 0	18 0	...	...	...	...	21 0	22 8	22 8	22 8	22 8	22 8	160 0	160 0	10 0	10 0	10 0
Faukhtabad.	15 0	15 0	21 0	21 0	6 13	6 13	11 4	10 14	19 0	18 8	21 0	21 0	...	...	...	...	21 0	18 12	18 12	18 12	18 12	18 12	120 0	120 0	10 4	10 4	10 4
Mainpuri.	18 4	16 4	21 8	20 0	4 8	4 8	11 0	14 0	19 8	19 8	17 4	17 4	...	...	...	...	21 8	20 8	20 8	20 8	23 0	22 8	160 0	160 0	10 4	10 4	10 4
Etah.	18 8	17 4	23 8	21 8	6 0	6 0	11 8	11 8	21 8	22 8	18 8	18 8	...	...	...	...	19 8	19 8	23 8	23 8	16 8	16 4	120 0	120 0	11 4	11 4	11 4
Western—																											
Jhansi.	14 15	15 0	21 0	21 0	9 12	9 12	12 4	12 4	19 4	19 0	17 0	17 0	...	...	...	...	18 8	20 7	...	...	...	...	160 0	160 0	11 0	11 0	11 0
Agia.	15 8	15 0	23 0	24 0	5 0	5 0	8 0	8 0	23 0	21 8	19 8	19 8	...	...	...	...	23 0	24 0	22 0	22 0	...	...	95 0	95 0	11 8	11 8	11 8
Muttra.	17 0	17 0	24 0	24 0	7 0	7 0	11 8	11 8	24 0	24 0	22 0	22 0	...	...	...	...	14 0	27 0	27 0	...	...	...	120 0	120 0	11 8	11 8	11 8
Aligarh.	15 12	15 8	23 8	23 0	6 0	6 0	10 8	10 8	23 0	24 0	20 0	20 0	...	...	...	...	...	24 8	25 0	...	...	...	130 0	130 0	11 8	11 8	11 8
Hulandslahr.	19 0	17 6	24 0	23 0	6 0	6 0	10 0	9 11	21 8	21 0	20 0	20 0	...	...	...	...	14 0	24 0	24 0	20 0	20 0	16 0	120 0	120 0	11 4	11 4	11 4
Sub-montane—																											
Ballia.	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	19 0	19 0	...	...	...	...	...	...	18 0	18 0	19 0	19 0	...	...	115 0	115 0	11 0	11 0	11 0
Azamgarh.	13 4	11 14	16 4	16 4	7 8	7 8	13 4	11 14	...	...	...	...	...	...	...	...	17 0	15 4	17 12	16 4	11 14	11 14	177 0	177 0	9 13	9 13	9 13
Gorakhpur.	11 11	12 16	16 10	17 2	8 8	8 8	13 5	14 6	...	...	...	...	...	...	...	...	17 0	16 3	15 5	16 10	17 9	14 13	160 0	160 0	9 10	9 10	9 10
Basti.	13 4	12 10	16 0	16 0	8 12	8 12	12 0	12 0	12 0	12 0	18 0	18 0	...	...	...	...	12 0	16 0	16 0	19 0	19 0	12 12	160 0	160 0	10 0	10 0	10 0
Shahjahanpur.	15 4	14 12	20 0	21 0	7 4	7 0	13 4	13 4	20 12	20 4	16 0	16 0	...	...	...	...	12 0	16 0	16 0	21 12	21 12	17 12	120 0	120 0	10 8	10 8	10 8
Budaun.	16 8	16 0	20 0	19 8	6 0	6 0	13 0	13 0	19 0	19 0	16 0	16 0	...	...	...	...	15 0	20 0	20 0	20 0	20 0	18 8	144 0	144 0	10 8	10 8	10 8
Pilibhat.	15 4	13 12	21 12	20 4	12 8	12 8	13 12	13 12	18 0	17 12	...	...	...	...	...	...	21 8	20 0	21 8	20 0	20 0	18 8	140 0	140 0	10 8	10 8	10 8

Barilly	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Moradabad	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Naini Tal	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Almora	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Bijnor	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Muzaffarnagar	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Meerut	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Saharanpur	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Dehra Dun	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Garhwal	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Dudh	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Southern—	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Parbhaghar	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Sultanpur	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Rae-Parelli	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Unao	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Lucknow	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Haridol	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Northern—	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Fyzabad	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93</							

§ Husked,

† Nine pies per bundle.

Not sold.

**...sold in bundles.**



## RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		HARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Panicum spicatum</i> ).		MARUA OR RAGI ( <i>Echinochloa crusgalli</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR TUR, CADIAN PRA ( <i>Cauphus indicus</i> ).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
<b>Punjab—</b>																										
<b>Southern—</b>																										
Ferozepore	21 0	21 0	36 0	32 0	...	...	12 0	12 0	31 0	29 0	27 0	25 0	...	...	15 0	16 0	36 0	33 0	27 0	27 0	11 0	11 0	100 0	100 0	10 8	10 8
Montgomery	21 0	21 0	32 0	30 0	...	...	10 0	9 0	26 0	24 0	20 0	20 0	...	...	...	...	32 0	29 0	30 0	29 0	8 0	8 0	100 0	100 0	12 8	12 8
<b>Central—</b>																										
Gurgaon	20 0	10 0	30 0	29 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	...	...	...	...	29 0	28 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	18 0	18 0	28 0	25 0	...	...	12 0	12 0	28 0	26 0	21 0	21 0	...	...	11 0	11 0	28 0	27 0	25 0	23 0	24 0	21 0	70 0	60 0	11 0	11 0
Rohitak	19 0	18 0	25 0	25 0	...	...	12 0	12 0	29 0	29 0	20 0	20 0	...	...	12 0	12 0	34 0	31 0	23 0	23 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnal	18 0	17 0	25 0	22 0	...	...	12 0	12 0	24 0	24 0	22 0	22 0	...	...	12 0	12 0	31 0	28 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	23 0	22 0	43 0	39 0	...	...	11 0	11 0	25 0	25 0	27 0	23 0	...	...	23 0	23 0	34 0	31 0	32 0	29 0	10 0	10 0	78 0	78 0	13 0	13 0
<b>Sub-montane—</b>																										
Umballa	21 0	20 0	30 0	30 0	...	...	11 0	11 0	27 0	27 0	20 0	20 0	...	...	8 0	8 0	28 0	28 0	27 0	27 0	14 0	14 0	110 0	110 0	12 12	12 12
Ludhiana	25 0	24 0	36 0	35 0	...	...	13 0	13 0	29 0	28 0	24 0	24 0	...	...	18 0	17 0	33 0	33 0	33 0	33 0	13 0	13 0	100 0	100 0	13 0	13 0
Jullundur	24 0	23 0	30 0	28 0	...	...	10 0	10 0	25 0	24 0	18 0	19 0	...	...	20 0	20 0	29 0	28 0	30 0	27 0	10 0	10 0	80 0	80 0	13 0	13 0
Hoshiarpur	21 0	21 0	32 0	32 0	...	...	10 0	10 0	27 0	27 0	20 0	19 0	...	...	16 0	16 0	31 0	29 0	25 0	25 0	10 0	10 0	100 0	100 0	12 8	12 8
Gurdaspur	25 0	24 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	26 0	26 0	...	...	12 0	12 0	31 0	28 0	24 0	24 0	10 0	10 0	80 0	80 0	12 0	12 0
Amritsar	24 0	22 0	41 0	33 0	...	...	11 0	11 0	24 0	23 0	25 0	24 0	...	...	20 0	18 0	30 0	29 0	30 0	26 0	10 0	10 0	80 0	80 0	12 0	12 0
<b>Hills—</b>																										
Simla	13 0	14 0	18 0	18 0	...	...	8 0	8 0	16 0	16 0	14 0	14 0	...	...	9 0	9 0	17 0	17 0	17 0	18 0	9 0	9 0	90 0	90 0	9 0	9 0
Kangra	14 0	15 0	20 0	20 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	...	...	6 0	6 0	19 0	19 0	16 0	16 0	8 0	8 0	120 0	120 0	10 0	10 0
<b>North-western—</b>																										
Shikot	21 0	21 0	39 0	40 0	...	...	14 0	14 0	34 0	34 0	26 0	26 0	...	...	20 0	20 0	34 0	32 0	24 0	24 0	26 0	26 0	120 0	120 0	13 8	13 8
Gujranwala	22 0	22 0	43 0	42 0	...	...	12 0	12 0	24 0	24 0	25 0	25 0	...	...	10 0	10 0	28 0	28 0	20 0	20 0	25 0	25 0	115 0	115 0	13 0	13 0
Gujrat	24 0	23 0	31 0	31 0	...	...	15 0	15 0	26 0	26 0	25 0	25 0	...	...	10 0	10 0	31 0	31 0	20 0	20 0	25 0	25 0	110 0	110 0	14 0	14 0
Jhelum	30 0	26 0	48 0	48 0	...	...	14 0	13 0	32 0	32 0	29 0	28 0	...	...	20 0	20 0	28 0	28 0	25 0	25 0	25 0	25 0	120 0	120 0	14 0	14 0
Rawalpindi	25 0	24 0	37 0	37 0	...	...	13 0	13 0	33 0	33 0	30 0	29 0	...	...	20 0	20 0	28 0	28 0	31 0	31 0	27 0	27 0	70 0	70 0	13 10	13 10
Hazara	22 0	22 0	34 0	37 0	...	...	10 0	10 0	29 0	28 0	25 0	23 0	...	...	22 0	21 0	24 0	24 0	27 0	27 0	27 0	27 0	90 0	90 0	11 0	11 0
Peshawar	21 0	21 0	43 0	38 0	...	...	10 0	10 0	40 0	40 0	28 0	28 0	...	...	26 0	26 0	25 0	25 0	35 0	31 0	27 0	27 0	92 0	92 0	42 0	42 0
Kohat	20 0	21 0	41 0	45 0	...	...	11 0	11 0	40 0	40 0	28 0	31 0	...	...	26 0	26 0	26 0	26 0	28 0	28 0	31 0	31 0	154 0	154 0	61 2	61 2
<b>Western—</b>																										
Shahpur	25 0	25 0	36 0	36 0	...	...	10 0	10 0	32 0	32 0	25 0	25 0	...	...	24 0	22 0	32 0	32 0	20 0	20 0	20 0	20 0	160 0	160 0	13 0	13 0
Jhang	20 0	22 0	36 0	36 0	...	...	8 0	10 0	26 0	26 0	23 0	23 0	...	...	20 0	20 0	28 0	28 0	30 0	30 0	10 0	10 0	160 0	160 0	12 0	12 0
Mooltan	18 0	18 0	32 0	32 0	...	...	14 0	14 0	25 0	25 0	23 0	23 0	...	...	20 0	20 0	26 0	26 0	23 0	23 0	15 0	15 0	90 0	90 0	12 0	12 0
Bannu	23 0	22 0	49 0	46 0	...	...	13 0	15 0	38 0	35 0	29 0	20 0	...	...	9 0	9 0	31 0	31 0	37 0	36 0	11 0	11 0	90 0	90 0	50 0	50 0
D. I. Khan	19 0	22 0	36 0	36 0	...	...	8 0	8 0	32 0	32 0	25 0	25 0	...	...	4 0	4 0	26 0	29 0	26 0	26 0	11 0	11 0	103 0	103 0	30 0	30 0
Muzaffargarh	21 0	20 0	33 0	32 0	...	...	17 0	14 0	26 0	26 0	20 0	23 0	...	...	18 0	18 0	24 0	23 0	15 0	15 0	9 0	9 0	140 0	140 0	12 0	12 0
D. G. Khan	17 0	19 0	28 0	25 0	...	...	7 0	7 0	33 0	33 0	26 0	26 0	...	...	18 0	18 0	23 0	23 0	15 0	15 0	8 0	8 0	125 0	125 0	22 8	23 12
<b>Sind and Baluchistan—</b>																										
Karachi	15 0	15 0	...	...	9 0	9 0	10 0	10 0	17 0	17 0	15 0	15 0	...	...	...	...	19 0	19 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	71 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	17 0	15 8	15 8	...	...	...	...	18 0	18 0	...	...	10 0	10 0	116 6	106 11	12 8	12 8
Thar and Parkar (Umarhot)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	10 0	10 0	10 0	...	...	...	...	8 4	8 4	...	...	10 0	10 0	160 0	140 0	12 0	12 0
Sukkur (Shikarpur)	18 0	18 0	...	...	8 0	8 0	10 0	10 0	23 0	23 0	21 0	21 0	...	...	...	...	25 0	23 8	...	...	...	...	100 0	100 0	11 0	11 0
Upper Sind Frontier	17 0	17 0	...	...	10 0	10 0	13 0	13 0	27 0	27 0	22 0	22 0	...	...	...	...	22 0	20 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	25 8	25 0	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	...	...	6 0	6 0	18 4	17 8	27 0	27 0	9 0	9 0	60 12	53 5	9 0	9 0

[illegible]

● Not sold.

+ Not recorded

† No: procurable.



## RETAIL PRICES FOR THE 2ND HALF OF FEBRUARY 1895—continued

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR RAGI ( <i>Eragrostis indica</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARAB, OF THE, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.		
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	
Madras—																											
Malabar Coast—																											
Malabar . . . . .	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8
S. Canara . . . . .	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8
South, central—																											
Coimbatore . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Nilgiris . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Salem . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Central—																											
Bellary . . . . .	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5
Anantapur . . . . .	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	10 13	
Cuddapah . . . . .	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6
Kurnool . . . . .	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6	11 6
East Coast, north—																											
Ganjam . . . . .	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3	13 3
Vizagapatnam . . . . .	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5
Godavari . . . . .	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0
East Coast, central—																											
Kistna . . . . .	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13
Nellore . . . . .	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13	14 13
East Coast, south—																											
Madras . . . . .	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2	11 2
Chingleput . . . . .	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5
N. Arcot . . . . .	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14	14 14
S. Arcot . . . . .	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6	13 6
Tanjore . . . . .	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14	10 14
Trichinopoly . . . . .	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0
Southern—																											
Tinnevely . . . . .	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0
Madura . . . . .	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0
Mysore—																											
Mysore . . . . .	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8
Bangalore . . . . .	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8	13 8
Kolar . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Tumkur . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Hassan . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Kadur . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Shimoga . . . . .	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Chitaldroog . . . . .	14 15	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3	14 3
Coorg—																											
Coorg . . . . .	8 8	8 8	7 8	7 8	10 0	10 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0
Aden . . . . .	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT,  
(Statistical Branch).

J. F. FINLAY,

Secretary to the Government of India.

GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

*Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the twelve months of the official year 1894-95, and of the twenty-three preceding years.*

(IN THOUSANDS OF RUPEES.)

YEAR.	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.					YEAR.
	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.	On Exports.	Total Revenue.	On Imports.	On other Imports.
1871-72	19,52	70,95	24,64	1,06,11	6,32	48,75	4,66	59,73	1,10	1,35	2,44	4,89	3,74	12,57	14,31	30,62	1,82	4,60	23,83	30,25	23,50	1,38,22	1,61,72	69,88	2,31,60	1871-72
1872-73	11,95	68,43	27,16	1,07,54	5,97	46,08	3,79	55,74	1,07	1,22	2,02	4,31	4,01	12,55	12,25	28,81	3,01	5,30	35,44	43,75	25,91	1,33,58	1,59,49	80,66	2,40,15	1872-73
1873-74	11,23	65,09	21,19	97,51	6,71	51,69	4,34	62,74	1,30	1,00	1,40	3,70	3,79	14,02	15,20	33,01	3,40	5,49	30,74	39,63	26,43	1,37,29	1,63,72	72,87	2,36,59	1873-74
1874-75	12,10	76,05	19,42	1,07,57	7,59	51,92	5,44	64,95	1,22	1,00	1,72	3,94	3,76	13,22	14,22	31,20	3,86	6,80	20,26	36,02	28,53	1,48,99	1,77,52	67,06	2,44,58	1874-75
1875-76	12,71	72,96	20,94	1,06,61	8,17	50,29	4,43	62,89	1,37	1,02	1,20	3,59	4,81	13,44	11,79	30,94	3,77	5,46	34,03	43,26	30,83	1,43,17	1,74,00	72,39	2,46,39	1875-76
1876-77	13,32	66,58	21,52	1,01,42	8,58	43,93	1,39	53,80	1,49	75	38	2,62	5,55	11,83	6,55	23,93	4,24	5,81	31,39	41,44	33,18	1,28,19	1,62,08	61,13	2,23,21	1876-77
1877-78	14,28	80,86	21,02	1,16,16	8,58	49,56	1,51	59,65	1,87	89	48	3,24	6,00	10,13	2,81	18,94	4,93	6,76	29,32	41,01	35,66	1,48,20	1,83,86	55,14	2,39,00	1877-78
1878-79	13,49	63,09	20,78	97,36	8,54	44,51	2,53	55,58	1,96	59	36	2,91	5,40	9,30	5,14	19,84	6,06	7,21	33,16	47,33	36,35	1,24,70	1,61,05	61,97	2,23,02	1878-79
1879-80	12,47	59,45	15,48	87,40	9,47	40,53	2,57	52,57	3,46	75	38	4,59	5,02	9,17	8,43	22,62	8,31	7,40	37,24	55,95	38,73	1,17,30	1,56,03	64,10	2,20,13	1879-80
1880-81	13,23	59,23	17,27	89,73	9,04	46,07	2,81	67,72	5,04	1,25	26	6,55	5,21	10,43	8,34	23,98	5,37	8,74	42,90	57,01	37,89	1,35,72	1,73,61	71,58	2,45,19	1880-81
1881-82	13,55	47,66	19,41	80,62	10,47	45,19	2,06	57,72	4,01	1,24	51	5,76	5,01	9,20	4,99	19,20	7,53	7,69	47,88	63,10	40,57	1,10,98	1,51,55	74,85	2,26,40	1881-82
1882-83	14,31	17	20,11	34,59	10,49	—50*	2,02	11,55	3,42	5	62	4,09	5,44	8	4,37	9,89	8,18	8	54,44	62,70	41,84	—38*	41,26	81,56	1,22,82	1882-83
1883-84	14,44	45	18,71	33,60	10,97	55	1,81	13,33	3,66	5	60	4,31	4,89	10	6,07	11,06	8,11	13	43,44	51,08	42,07	1,28	43,35	70,63	1,13,98	1883-84
1884-85	12,59	34	15,40	28,33	11,09	52	2,16	13,77	4,02	6	65	4,73	4,84	4	4,68	9,56	7,57	7	34,68	42,32	40,11	1,03	41,14	57,57	98,71	1884-85
1885-86	13,32	23	17,49	31,04	12,08	56	1,59	14,23	4,36	8	97	5,41	5,93	12	3,85	9,00	6,96	8	49,09	56,13	41,75	1,07	42,82	72,99	1,15,81	1885-86
1886-87	14,24	38	15,40	30,02	12,46	57	1,95	14,98	5,38	12	1,00	6,50	6,87	15	5,16	12,18	9,72	17	46,75	56,64	48,67	1,39	50,06	70,26	1,20,32	1886-87
1887-88	13,39	1,03	20,55	34,97	14,65	1,16	2,37	18,18	5,18	8	84	6,10	6,87	15	4,84	15,14	9,08	28	45,89	55,25	52,43	2,72	55,15	74,49	1,20,64	1887-88
1888-89	14,76	6,30	16,24	37,30	14,92	4,50	1,93	21,35	5,32	74	56	6,62	10,43	86	5,89	16,68	8,96	99	36,37	46,32	54,39	1,39	67,78	60,49	1,28,27	1888-89
1889-90	14,86	8,23	15,77	39,46	16,82	4,62	2,44	22,88	5,55	65	78	6,98	10,39	86	6,15	17,30	8,98	2,09	46,74	57,81	55,50	17,05	72,55	71,88	1,44,43	1889-90
1890-91	16,07	9,64	20,19	45,90	17,42	4,93	2,06	24,41	6,26	1,25	85	8,36	10,93	1,20	4,56	16,69	9,09	77	62,89	72,75	59,77	17,79	77,56	90,55	1,68,11	1890-91
1891-92	15,95	10,81	21,41	48,17	17,25	4,63	1,91	23,79	6,33	92	84	8,09	10,37	1,60	3,72	15,69	8,67	77	58,22	67,66	58,57	18,73	77,30	86,10	1,63,40	1891-92
1892-93	16,68	13,29	18,25	48,22	17,48	5,25	2,79	25,52	5,73	1,06	82	7,61	10,39	1,07	4,24	15,70	10,33	1,00	47,33	58,66	60,61	21,67	82,28	73,43	1,53,71	1892-93
1893-94	16,38	18,43	16,97	51,78	18,52	13,81	2,29	34,62	5,80	1,72	62	8,14	9,53	1,80	5,20	16,53	8,82	1,61	49,35	50,78	59,05	37,37	96,42	65,43	1,61,85	1893-94
1894-95	17,86	68,26	19,82	1,05,94	18,16	1,15,62	3,99	1,37,77	5,97	10,10	87	16,24	11,04	18,34	6,88	36,26	8,82	10,88	57,02	77,62	61,15	2,23,20	2,84,55	89,48	3,73,83	1894-95

\* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT.

(Statistical Branch)

Calcutta, 20th April 1895.

J. F. FINLAY,  
Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 20th, 1895.

**General Summary.**—During the week under review, pressure has been more or less above the normal average throughout the whole of India. This excess has been considerable to very large in the north, while it has been but slight in the south, and over the western desert. The result has been an irregular and abnormal distribution of pressure. Over the Peninsula readings have been very uniform; over the western desert there has been a stationary shallow depression, while over the Gangetic plain and North-Eastern India, moderate gradients for easterly and south-easterly winds have prevailed. The winds have been very unsteady and light over the Peninsula and the central parts of the country, while moderate southerly and south-easterly winds have blown in Bengal, and south-easterly and easterly winds up the Gangetic plain. Thundershowers have occurred in most parts of the country during the week. On most days they have been scattered and more or less local, but on the 16th there was a very general fall of rain over North-Western India, and on the 14th over Bengal. As a result of these showers, and in Northern India of the prevalence of easterly instead of the normal north-westerly winds, the weather has been most unusually cool, and the temperature more particularly during the day has been largely below the normal average.

**Daily Summary.**—*Sunday.*—Pressure had increased very generally. Readings were highest over Assam, and lowest over the western desert. Moderate gradients existed over Northern India, but over the Peninsula pressure was uniform. The winds were easterly up the Gangetic plain and very variable elsewhere. Over the north of the Bay the force was fresh. Rain had fallen generally in Bengal, and fairly generally over the Peninsula. In two or three instances the amount received exceeded one inch.

*Monday.*—Pressure had increased briskly over the central parts of the country, fallen or been steady elsewhere. The general distribution was unaltered, but gradients were slighter over Northern India. The winds had fallen lighter, and the easterly current up the Gangetic plain was feebler. Rain had ceased in Bengal, but a few scattered showers were reported from the north-west, centre, and south of India.

*Tuesday.*—Pressure had changed by considerable amounts. It had risen in the north-west and fallen elsewhere. A large shallow depression overlay Sind, Southern Rajputana, and Central India, while pressure was highest in the north of the Punjab. Over the Peninsula readings were exceedingly uniform. The winds varied considerably. A general burst of rain had occurred in the north-west, while in the centre and south showers were fairly general.

*Wednesday.*—The changes of the barometer and the general distribution of pressure were irregular. North-westerly winds prevailed over Sind, Gujarat, and Bombay, but elsewhere variable winds continued. Showers of rain, in several instances heavy, were received over a large part of the country.

*Thursday.*—Pressure had been steady over North-Eastern India and had fallen elsewhere. Readings were in nearly all places very uniform, and the winds remained light and variable. Showers had been received in north and west Bengal and in the south of the Peninsula.

*Friday.*—Pressure had fallen briskly in North-Western India, and been steady or risen slightly elsewhere. A depression had been developed over the western desert, while pressure was highest in Assam; hence the general distribution which

prevailed at the commencement of the week had been re-established. Winds were becoming easterly again up the Gangetic plain. Thundershowers had been received over the North-West Himalayas, the Gangetic plain, north and east Bengal, Upper Burma, and the south of the Peninsula.

*Saturday*.—Pressure had fallen briskly in Sind, but had been steady elsewhere. The distribution was unaltered. Southerly and south-easterly winds prevailed at the head of the Bay, easterly winds in the Gangetic plain, and variable winds elsewhere. Showers had been received in north Bengal, Chota Nagpur, the Kumaun-Himalayas, and parts of the Peninsula.

**Temperature.**—The following table gives the variation of the mean temperature from the normal in the different Provinces of India for each day of the week :

PROVINCE.	APRIL 1895.							Mean variation of week.
	14th	15th	16th	17th	18th	19th	20th	
	0	0	0	0	0	0	0	0
Burma . . . . .	—1·2	—0·5	+0·6	+0·3	+0·8	+1·3	+1·1	+0·3
Bengal and Assam . . . .	—7·0	—5·4	—3·0	—2·6	—2·3	—3·1	—3·6	—3·9
North-Western Provinces and Oudh . . . . .	—1·9	—0·8	—1·1	—6·5	—7·7	—5·3	—7·0	—4·0
Punjab . . . . .	+2·7	+5·3	—3·3	—7·6	—4·1	—1·9	—0·4	—1·3
Bombay . . . . .	—1·4	—1·0	—1·6	—1·6	—0·8	+0·4	+0·3	—0·8
Central Provinces and Berar .	+0·1	—2·6	—4·6	—5·6	—6·0	—3·4	—4·4	—3·8
Central India and Gujarat .	+1·3	+0·3	—0·2	—0·6	—1·2	+0·4	—1·3	—0·2
Sind and Rajputana . . . .	+1·5	+2·3	+2·3	—5·2	—0·9	+1·5	+1·3	+0·4
Madras . . . . .	—2·6	—3·3	—3·2	—3·4	—3·8	—3·1	—3·7	—3·3
Mean for whole of India .	—0·9	—0·6	—1·6	—3·6	—2·9	—1·5	—2·0	—1·9

The mean temperature of the whole country was about normal on the 14th and 15th, but fell below on the 16th, and so remained until the close of the week ; the coolest day being the 17th, when the mean temperature of the whole country was  $3\frac{1}{2}^{\circ}$  below the average. The provincial variations show that the coolest regions, relatively to the normal, were the North-Western Provinces, where there was a deficiency of  $4^{\circ}$ , Bengal with a mean deficiency of  $3^{\circ}9$ , the Central Provinces with a mean deficiency of  $3^{\circ}8$ , and Madras with a mean deficiency of  $3^{\circ}3$ . The warmest region was Sind and Rajputana, where on the mean of the week there was an excess of  $0^{\circ}4$ .

The highest maxima reported on each day were—

On the 14th April  $105^{\circ}3'$  at Ahmedabad.

„ 15th „  $107^{\circ}7'$  „ Hyderabad (Sind).

„ 16th „  $108^{\circ}9'$  „ Jacobabad.

„ 17th „  $106^{\circ}9'$  „ Deesa.

„ 18th „  $107^{\circ}4'$  „ „

„ 19th „  $109^{\circ}4'$  „ „

„ 20th „  $112^{\circ}2'$  „ Jacobabad.

The warmest region was thus Sind and Gujarat throughout the week, and the maxima increased  $7^{\circ}$  during the week.

**Rainfall.**—The past week was one of unusual rainfall over the Indian area. Only three districts—*viz.*, Arakan, Kathiawar, and Rajputana (West)—had absolutely no rain during the week, though nine more—*viz.*, Upper Burma, North Bihar, the North-Western Provinces (East and Submontane), Khandesh, Gujarat, Sind, and Rajputana (East)—had an average actual fall of less than  $0^{\circ}10''$ , which for



practical purposes was unimportant. In all the remaining districts effective rainfall was received. The heaviest average fall was 2'01 inches in Madras (South), while Central Bengal, Orissa, Chota Nagpur, Madras (South-Central), and Coorg had average falls of one inch or over. Nearly the whole of this rainfall occurred during thunderstorms, which storms were most severe in the south of the Peninsula. The third column of the table shows that the week's rainfall was in defect of the normal in Burma, Assam, Lower Bengal, and part of the western desert, but was in excess elsewhere. The deficiency was large in Assam, but was unimportant elsewhere. The excess was greatest—exceeding one inch—in Orissa, Chota Nagpur, Madras (South-Central) and Madras (South).

In North-East India the principal part of the rain fell on the 14th, 17th, and 20th; in the North-Western Provinces on the 15th, 16th, and 17th; in the Punjab, on the 15th and 16th; in the south of the Peninsula, on the 19th and 20th; and over the head of the Peninsula and the central parts of India on the 15th, 16th, and 17th.

The columns showing the total actual and normal rainfall for the period March 3rd to April 20th exhibit a deficient rainfall in Burma, Assam, Bengal (except Central Bengal, Orissa and Chota Nagpur), the North-Western Provinces (except Oudh [South] and the Central and West divisions), the Punjab (except the North-West and West divisions), Kathiawar, and the East Coast (North (a) and South). In the remaining parts of India the rainfall for the period quoted above has been excessive. Heavy local falls of rain have occurred during the week April 14th to 20th in many parts of the country. Thus Jamalpur (Mymensingh) has received 3'13 inches; Cherrapunji 3'47 inches; Jalpaiguri 2'38 inches; Kurseong (Darjeeling) 2'26 inches; Kendrapara (Cuttack) 5'12 inches; Bhodrak (Balasore) 3'14 inches; Chaibassa 2'32 inches; Jansath (Muzaffarnagar) 2'02 inches; Pithoragarh 3'11 inches; Raya (Amritsar) 2'85 inches; Abbottabad 2'02 inches; Palghat (Calicut) 3'00 inches; Karkal (Mangalore) 3'03 inches; Bhawani (Coimbatore) 3'35 inches; Coonoor 5'20 inches; Sorab (Mysore) 3'76 inches; Bhatkal (Karwar) 2'68 inches; Sindgi (Bijapur) 2'58 inches; Umrer (Nagpur) 3'84 inches; Udayagiri (Ganjam) 3'45 inches; Tallapudy (Godavery) 6'02 inches; Perambular (Trichinopoly) 3'18 inches; Dindigul 4'28 inches; Arasadi (Tinnevely) 5'26 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 20TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO APRIL 20TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, March 3rd to April 20th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	0'42	1'08	— 0'66	1'44	2'53	— 43
	Lower Burma . . . . .	0'12	0'36	— 0'24	0'25	1'28	— 80
	Central Burma . . . . .	0'05	0'28	— 0'23	0'18	0'79	— 77
	Upper Burma . . . . .	0'08	?	?	0'36	?	?
	Arakan . . . . .	0	0'54	— 0'54	0	1'07	— 100
BENGAL AND ASSAM	Eastern Bengal . . . . .	0'25	0'85	— 0'60	2'68	4'14	— 35
	Assam (Surma) . . . . .	0'90	2'75	— 1'85	8'92	18'19	— 51
	Do. (Brahmaputra) . . . . .	0'22	1'51	— 1'29	5'20	7'04	— 35
	Deltaic Bengal . . . . .	0'50	0'54	— 0'04	1'85	2'83	— 35
	Central Bengal . . . . .	1'00	0'27	+ 0'73	2'00	1'65	+ 21
	North Bengal . . . . .	0'83	0'67	+ 0'16	2'08	3'13	— 34
	Orissa . . . . .	1'60	0'34	+ 1'26	2'52	1'76	+ 43
	Chota Nagpur . . . . .	1'43	0'13	+ 1'30	2'14	1'26	+ 70
	Bihar (South) . . . . .	0'31	0'06	+ 0'25	0'36	0'49	— 27
	Do. (North) . . . . .	0'09	0'13	— 0'04	0'17	0'75	— 77
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East) Do. (Submontane) (a) . . . . .	0'04	0'02	+ 0'02	0'25	0'33	— 24
	Oudh (South) . . . . .	0'05	0'05	0	0'25	0'44	— 43
	Do. (North) . . . . .	0'10	0'01	+ 0'09	0'44	0'40	+ 10
	Do. (North) . . . . .	0'19	0'01	+ 0'18	0'43	0'54	— 20
	North-Western Provinces (Central) . . . . .	0'14	0'03	+ 0'11	0'43	0'36	+ 19
	North-Western Provinces (West) . . . . .	0'35	0'02	+ 0'33	0'53	0'49	+ 8
	North-Western Provinces (Submontane) (b) . . . . .	0'67	0'04	+ 0'63	1'05	1'47	— 29
PUNJAB	Punjab (South) . . . . .	0'16	0'05	+ 0'11	0'48	0'70	— 31
	Do. (Central) . . . . .	0'22	0'05	+ 0'17	0'51	0'68	— 25
	Do. (Submontane) . . . . .	0'30	0'09	+ 0'21	1'10	1'42	— 23
	Do. (Hill Districts) . . . . .	0'85	0'29	+ 0'56	2'85	4'04	— 29
	Do. (North-West) . . . . .	0'56	0'23	+ 0'33	3'88	2'84	+ 37
	Do. (West) . . . . .	0'25	0'09	+ 0'16	1'79	0'96	+ 86
	Do. (West) . . . . .	0'25	0'09	+ 0'16	1'79	0'96	+ 86
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	0'94	0'77	+ 0'17	3'87	2'65	+ 46
	Madras (South Central) . . . . .	1'57	0'51	+ 1'06	2'86	1'93	+ 48
	Coorg . . . . .	1'28	0'53	+ 0'75	3'70	2'46	+ 50
	Mysore . . . . .	0'63	0'36	+ 0'27	2'33	1'00	+ 133
	Konkan . . . . .	0'26	0'05	+ 0'21	0'26	0'14	+ 86
	Bombay Deccan . . . . .	0'57	0'13	+ 0'44	0'94	0'55	+ 71
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh . . . . .	0'04	0'03	+ 0'01	0'11	0'11	0
CENTRAL PROVINCES AND BERAR.	Berar . . . . .	0'26	0'05	+ 0'21	0'64	0'29	+ 121
	Central Provinces (West) . . . . .	0'32	0'05	+ 0'27	0'94	0'43	+ 119
	Ditto (Central) . . . . .	0'19	0'04	+ 0'15	1'56	0'70	+ 123
	Ditto (East) . . . . .	0'42	0'07	+ 0'35	1'73	0'99	+ 75
BOMBAY (NORTH)	Gujarat . . . . .	0'02	0	+ 0'02	0'02	0'01	+ 100
	Kathiawar . . . . .	0	0'04	— 0'04	0	0'22	— 100
	Sind . . . . .	0'03	0'03	0	0'59	0'35	+ 69
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East) . . . . .	0'39	0'02	+ 0'37	0'74	0'17	+ 335
	Rajputana (East), Central India (West) . . . . .	0'06	0'01	+ 0'05	0'53	0'19	+ 179
	Rajputana (West) . . . . .	0	0'01	— 0'01	0'36	0'09	+ 300
	Rajputana (West) . . . . .	0	0'01	— 0'01	0'36	0'09	+ 300
MADRAS	East Coast (North) . . . . .	0'69	0'22	+ 0'47	1'07	0'88	+ 22
	Ditto (ditto) (a) . . . . .	0'90	0'46	+ 0'44	0'95	1'64	— 42
	Hyderabad (South) . . . . .	0'16	0'13	+ 0'03	1'53	1'08	+ 42
	Madras (Central) . . . . .	0'32	0'16	+ 0'16	1'01	0'40	+ 153
	East Coast (Central) . . . . .	0'34	0'09	+ 0'25	0'44	0'44	0
	Ditto (South) . . . . .	0'43	0'13	+ 0'30	0'49	0'65	— 25
	Madras (South) . . . . .	2'01	0'42	+ 1'59	2'75	1'94	+ 42

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SIMLA, 25th April 1895.

DENZIL IBBETSON,

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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 20th April.*—Showers have fallen throughout the greater part of the Presidency; they were especially good in the Circars, Central, and Southern districts. Sowing has commenced on the West Coast. Such standing crop as there is has been much benefited in the southern half of the Presidency by the recent showers, and the crop generally is in good condition, except cotton in the Deccan districts. Some harvest is still going on with moderate yield. Pasture is improving in places and fodder is generally sufficient. Cattle are in good condition. Prices of staple grains are slightly cheaper in the Deccan and Southern districts; elsewhere prices are practically stationary.

**Bombay.**—*For week ending 24th April.*—Slight rain in parts of eleven districts. The standing crops are in good condition. Reaping of the late crops continues in parts of nine districts, and preparations for next season in parts of sixteen. Sowing is progressing in parts of Sholapur. Cotton-picking is in progress in parts of Gujarat and Dharwar. The fodder-supply is sufficient. Agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

**Bengal.**—*For week ending 22nd April.*—There was rain in Orissa and Chota Nagpur and over the greater part of Bengal Proper. In Bihar and in Eastern Bengal little or no rain was reported during the week. The lands are being ploughed and the sowing of the autumn rice and jute is going on. More rain is required in parts of Northern and Eastern Bengal and in Darbhanga and Purneah. Spring rice and indigo are doing well. In some districts the harvesting of the spring rice has begun. The spring harvest is over and the mean outturn for the Province is estimated between thirteen and fourteen annas. The price of common rice is steady.

**North-Western Provinces and Oudh.**—*For week ending 24th April.*—Showers have fallen in most districts. Grain on the threshing floors has been somewhat damaged by rain in Bareilly. Threshing and winnowing of spring crops and irrigation of sugarcane and extra crops are going on. Markets are well supplied and fodder is sufficient. Prices are generally easy, but slightly above normal in two districts. Prospects are favourable, except in Oudh.

**Punjab.**—*For week ending 24th April.*—Rain has fallen in all but three districts. Harvesting of the spring crops is in progress. Cotton and sugarcane are being sown. Prospects of the standing crops are favourable; the outturn of barley and other crops in Dera Ismail Khan is reported below average owing

to high winds. Cattle are generally in good condition. Fodder is sufficient throughout the Province. Prices are below normal in Sialkot and Shahpur and continue low elsewhere.

**Central Provinces.**—*For week ending 24th April.*—Weather generally cloudy and warm with occasional storms and light rain. Ploughing of land is in progress. Prices are above normal in Saugor, Damoh, and Seoni. Importation of grain into Damoh continues.

**Burma.**—*For week ending 20th April.*—Showers of rain fell in several districts, but were not general. In Upper Burma transplanting of the dry-weather crops is approaching completion, and reaping is well in hand. Sowing of early wet-weather paddy is progressing in Mandalay, Kyaukse, and the Southern Shan States. Prospects of the standing crops are good. Prices are normal and steady. The fodder and water-supply are sufficient.

**Assam.**—*For week ending 23rd April.*—Weather dry. Sowing of early rice and pressing of sugarcane continue. The condition of cattle is fair. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 24th April.*—**MYSORE:** Rain has fallen in all districts. The standing crops are in good condition. Prospects are good. Prices have slightly risen in Mysore and fallen in Kadar.

**COORG:** Rainfall good. Coffee has blossomed. No standing crops. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

**Berar and Hyderabad.**—*For week ending 24th April.*—**BERAR:** Weather warm and clear. Threshing of wheat, gram, and linseed continues. In the Ellichpur and Melghat talukas land is being prepared for the ensuing rain crop. Fodder and water are sufficient. Prices are fluctuating in two districts and are stationary elsewhere.

**HYDERABAD:** Rainfall moderate. Weather unusual for this season of year: the temperature is comparatively low and storms are frequent. The standing crops have been damaged to some extent. The spring crops are being harvested in Aurangabad. Water in tanks is sufficient for cultivation. Fodder is scarce, but sufficient for agricultural cattle. Prices are normal.

**Central India.**—*For week ending 24th April.*—Moderate rain in five Agencies. The crops have been harvested in four Agencies and the probable outturn will be fair, except in one Agency. Cattle are in good condition, except in some parts of the Bhopal Agency. Pasturage is good and sufficient in all Agencies. Prices of food-grains are high in Bhopal and Goona, falling in Bundelkhand, below normal in part of Gwalior, and normal elsewhere. The opium crop is in good condition, except in Goona.

**Rajputana.**—*For week ending 24th April.*—Rainfall good in Meywar, slight in Kherwara, Ajmere, Dholepore, Bhurtpore and Bikanir. Agricultural



operations are satisfactory. Reaping continues. The standing crops, prospects, and agricultural stock are generally good. The crops have been damaged partly by hail in Dholepore. Fodder is sufficient, except in Dholepore. Prices are fluctuating in one State, falling in one, rising in one, and steady elsewhere.

**Kashmir.**—*For week ending 23rd April.*—KASHMIR VALLEY: Rainfall slight. Oil-seeds and other standing spring crops are generally in good condition. Land is being prepared for the autumn crops. Prices continue normal.

**JAMMU PROVINCE:** *For week ending 21st April.*—Rainfall slight. The spring crops are ripe. Reaping has commenced. Prices are normal.

**Nepal.**—*For week ending 20th April.*—Rainfall slight. Weather cloudy and cool. Sowing of Indian-corn has begun.

DENZIL IBBETSON,

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GOVERNMENT  
DEPARTMENT OF REVENUE

STATIS

## IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
<b>COTTON, RAW—</b>												
Madras . . .	...	...	...	...	6	...	...	...	...	...	6	...
Bombay . . .	...	242	...	2,71,199	3,98,282	2,42,239	...	...	...	2,71,199	3,98,282	2,42,239
Sind . . .	...	...	...	...	...	...	19,538	58,833	31,589	19,538	58,833	31,589
Bengal . . .	14,278	8,171	7,863	...	...	...	...	...	...	14,278	8,171	7,863
N.-W. P. & O. . .	31,181	1,03,598	37,158	40,373	56,287	33,750	...	...	...	71,554	1,59,885	70,968
Punjab . . .	2,913	16,079	7,794	11,383	21,156	10,132	42,308	38,415	28,069	56,604	75,650	45,995
Cent. Provs. . .	...	2,792	1,101	25,686	29,628	27,288	...	...	...	25,686	32,420	28,389
Berar . . .	...	2,361	5,318	2,15,718	2,76,507	1,83,948	...	...	...	2,15,718	2,78,868	1,89,266
Assam . . .	9,050	6,507	760	...	...	...	...	...	...	9,050	6,507	760
Raj. & C. I. . .	1,349	7,475	2,452	1,36,486	1,54,418	1,05,707	...	...	...	1,37,835	1,61,893	1,03,159
Nizam's Terry. . .	...	...	...	139	25	109	...	...	...	139	25	109
Mysore . . .	...	...	...	41	40	...	...	...	...	41	40	...
<b>TOTAL</b>	<b>58,771</b>	<b>1,47,225</b>	<b>62,446</b>	<b>7,01,025</b>	<b>9,36,349</b>	<b>6,03,173</b>	<b>61,846</b>	<b>97,248</b>	<b>59,658</b>	<b>8,21,642</b>	<b>11,80,822</b>	<b>7,25,277</b>
<b>WHEAT—</b>												
Madras . . .	...	...	...	...	86	...	...	...	...	...	86	...
Bombay . . .	...	...	...	82,397	49,597	1,05,923	...	...	...	82,397	49,597	1,05,923
Sind . . .	...	...	...	...	...	...	47,846	1,58,316	83,109	47,846	1,58,316	83,109
Bengal . . .	20,245	6,665	3,633	...	...	...	...	...	...	20,245	6,665	3,633
N.-W. P. & O. . .	1,39,374	1,00,246	1,64,211	40,227	16	3	...	...	...	1,79,601	1,00,262	1,64,214
Punjab . . .	...	67,595	38,128	1,496	49,148	8,476	8,516	4,52,746	4,07,335	10,012	5,69,489	4,53,939
Cent. Provs. . .	22,371	5,876	6,523	2,95,737	1,50,949	23,702	...	...	...	3,18,108	1,56,825	30,225
Berar . . .	...	...	64	844	68	43	...	...	...	844	68	107
Assam . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . .	921	...	...	87,681	78,393	11,870	...	...	...	88,602	78,393	11,870
Nizam's Terry. . .	...	...	...	...	...	17	...	...	...	...	...	17
Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>1,82,911</b>	<b>1,80,382</b>	<b>2,12,559</b>	<b>5,08,382</b>	<b>3,28,257</b>	<b>1,50,034</b>	<b>56,362</b>	<b>6,11,062</b>	<b>4,90,444</b>	<b>7,47,655</b>	<b>11,19,701</b>	<b>8,53,037</b>
<b>LINSEED—</b>												
Madras . . .	...	...	...	3,032	22,674	19,139	...	...	...	3,032	22,674	19,139
Bombay . . .	...	...	...	1,44,609	3,11,032	3,17,632	...	...	...	1,44,609	3,11,032	3,17,632
Sind . . .	...	...	...	...	...	...	...	124	...	...	124	...
Bengal . . .	18,094	1,33,483	71,585	...	...	...	...	...	...	18,094	1,33,483	71,585
N.-W. P. & O. . .	4,292	23,189	8,293	1,330	2,323	499	...	...	...	5,622	25,512	8,792
Punjab . . .	...	...	...	...	...	...	...	1	82	...	...	82
Cent. Provs. . .	336	35,814	373	1,02,891	81,535	38,040	...	...	...	1,03,227	1,17,349	38,413
Berar . . .	...	1,513	...	1,02,377	4,12,058	1,89,347	...	...	...	1,02,377	4,13,571	1,89,347
Assam . . .	646	647	2,448	...	...	...	...	...	...	646	647	2,448
Raj. & C. I. . .	1,021	4,262	1,236	16,994	14,628	7,490	...	...	...	18,015	18,890	8,726
Nizam's Terry. . .	...	...	...	88,250	1,52,493	1,63,501	...	...	...	88,250	1,52,493	1,63,501
Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>24,389</b>	<b>1,98,908</b>	<b>83,935</b>	<b>4,59,483</b>	<b>9,96,743</b>	<b>7,35,648</b>	<b>...</b>	<b>125</b>	<b>82</b>	<b>4,83,872</b>	<b>11,95,776</b>	<b>8,19,665</b>
<b>INDIGO—</b>												
Madras . . .	...	...	...	314	420	106	...	...	...	314	420	106
Bombay . . .	...	...	...	97	17	79	...	...	...	97	17	79
Sind . . .	...	...	...	...	...	...	1,424	534	1,125	1,424	534	1,125
Bengal . . .	812	1,976	2,975	...	...	...	...	...	...	812	1,976	2,975
N.-W. P. & O. . .	27	347	1,029	...	44	...	...	...	...	27	391	1,029
Punjab . . .	...	248	1,936	3	...	...	651	397	781	654	645	2,717
Cent. Provs. . .	...	...	...	...	...	...	...	...	...	...	...	...
Berar . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . .	...	...	...	65	172	96	...	...	...	65	172	96
Nizam's Terry. . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>839</b>	<b>2,571</b>	<b>5,940</b>	<b>479</b>	<b>653</b>	<b>281</b>	<b>2,075</b>	<b>931</b>	<b>1,906</b>	<b>3,393</b>	<b>4,155</b>	<b>8,127</b>

DEPARTMENT OF REVENUE AND AGRICULTURE :

Simla, the 24th April, 1895.



OF INDIA.  
AND AGRICULTURE.

## TICS.

## LINSEED, AND INDIGO.

Bombay Town and Karachi, during the month of February 1895, and from 1st January to 28th February 1895 periods of the years 1893 and 1894.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.

Calcutta.			Bombay Town.			Karachi.			TOTAL.			Articles, and whence exported.
1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
14	15	16	17	18	19	20	21	22	23	24	25	26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
...	...	...	...	1,726	882	...	...	...	...	1,726	882	COTTON, RAW— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	242	...	5,76,823	7,51,379	4,97,931	...	...	...	5,76,823	7,51,621	4,97,931	
...	...	...	...	...	...	43,048	1,01,044	66,141	43,048	1,01,044	66,141	
23,020	13,584	13,415	19	...	...	...	...	...	23,039	13,584	13,415	
64,305	2,12,239	58,821	1,35,522	1,73,854	86,058	...	...	...	1,99,827	3,86,093	1,44,879	
12,465	23,829	10,800	41,548	41,850	23,312	82,302	72,185	61,439	1,36,315	1,37,804	95,551	
546	4,109	1,116	48,207	57,684	50,395	...	...	...	48,753	61,793	51,511	
236	3,559	5,318	3,69,272	5,61,752	3,84,937	...	...	...	3,69,508	5,65,311	3,90,255	
12,157	9,995	885	...	...	...	...	...	...	12,157	9,995	885	
2,583	9,604	2,741	2,41,928	2,54,864	1,95,002	...	...	...	2,44,581	2,64,468	1,97,743	
...	...	...	1,071	398	1,610	...	...	...	1,071	398	1,610	
...	...	...	364	40	...	...	...	...	364	40	...	
1,15,312	2,77,161	93,096	14,14,824	18,43,547	12,40,127	1,25,350	1,73,229	1,27,580	16,55,486	22,93,937	14,60,803	TOTAL.
...	...	...	...	86	...	...	...	...	...	86	...	WHEAT— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	...	...	1,25,387	74,897	1,81,802	...	...	...	1,25,387	74,897	1,81,802	
...	...	...	...	...	...	1,10,452	3,49,008	2,46,802	1,10,452	3,49,008	2,46,802	
54,170	14,284	8,960	...	...	...	...	...	...	54,170	14,284	8,960	
2,72,899	2,00,692	2,99,287	86,976	871	3	...	...	...	3,59,975	2,01,503	2,99,290	
...	1,2,007	70,902	12,250	83,343	12,884	27,018	8,51,836	9,33,354	39,268	10,57,176	10,17,140	
51,097	24,686	16,238	6,19,103	3,96,569	49,966	...	...	...	6,70,200	4,21,255	66,204	
...	...	64	12,175	68	891	...	...	...	12,175	68	955	
...	...	...	...	...	...	...	...	...	...	...	...	
1,856	...	...	1,71,804	1,89,484	24,767	...	...	...	1,73,660	1,89,484	24,767	
...	...	...	...	...	17	...	...	...	...	...	17	
...	...	...	...	...	...	...	...	...	...	...	...	
3,80,122	3,61,659	3,95,451	10,27,695	7,45,318	2,70,330	1,37,470	12,00,844	11,80,156	15,45,287	23,07,821	18,45,937	TOTAL.
...	...	...	3,120	23,646	21,977	...	...	...	3,120	23,646	21,977	LINSEED— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	...	...	1,71,048	3,69,371	3,45,102	...	...	...	1,71,048	3,69,371	3,45,102	
...	...	...	...	...	...	...	124	...	...	124	...	
47,067	2,85,458	95,803	...	...	...	...	...	...	47,067	2,85,458	95,803	
15,635	1,04,672	18,125	2,516	5,983	4,403	...	...	...	18,151	1,10,635	22,528	
...	...	...	...	...	...	...	566	82	...	566	82	
5,062	64,045	1,088	1,21,042	1,37,840	56,774	...	...	...	1,26,104	2,01,885	57,862	
...	1,513	...	1,12,292	4,62,507	1,99,946	...	...	...	1,12,292	4,64,020	1,99,946	
1,046	900	3,598	...	...	...	...	...	...	1,046	909	3,598	
1,434	16,408	2,475	28,810	26,904	28,204	...	...	...	30,244	43,312	30,679	
...	...	...	1,14,353	1,81,870	1,87,805	...	...	...	1,14,353	1,81,870	1,87,805	
...	...	...	18	2	5	...	...	...	18	2	5	
70,244	4,73,005	1,21,089	5,53,199	12,08,123	8,44,216	...	690	82	6,23,443	16,81,818	9,65,387	TOTAL.
...	...	...	606	680	313	...	...	...	606	680	313	INDIGO— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	...	...	343	268	298	...	...	...	343	268	298	
...	...	...	...	...	...	3,989	971	1,860	3,089	971	1,860	
6,124	6,549	21,596	...	...	4	...	...	...	6,124	6,549	21,600	
546	3,064	5,779	...	74	2	...	...	...	546	3,138	5,781	
...	248	1,936	3	1	2	1,635	728	1,187	1,635	977	3,125	
...	...	...	1	...	...	...	...	...	1	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
6,670	9,861	29,335	1,518	1,611	903	5,624	1,699	3,047	13,812	13,171	33,285	TOTAL.

DENZIL IBBETSON,

Offg. Secretary to the Government India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 14TH  
APRIL 1894, AND FROM 1ST JANUARY TO 13TH APRIL 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	FIRST 14 DAYS OF APRIL 1894.			FIRST 13 DAYS OF APRIL 1895.			Earnings from 1st January to 14th April 1894.	Earnings from 1st January to 13th April 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			Total.	Per mile open.		Total.	Per mile open.				
<b>State lines worked by companies.</b>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
<i>Standard gauge—</i>											
East Indian . . . . .	655	1,634	22,33,182	1,367	1,687	21,18,441	1,256	1,67,86,440	1,64,58,836	...	3,27,604
Bengal-Nagpur . . . . .	189	862	3,03,668	422	862	3,00,179	348	27,20,965	27,18,589	...	2,376
Indian Midland (a) . . . . .	162	752	2,03,443	350	752	1,75,563	233	18,17,592	16,15,691	...	2,01,901
Bezawada extension . . . . .	108	21	5,589	266	21	5,278	251	31,978	44,321	12,343	...
<i>Metre gauge—</i>											
Rajputana-Malwa (b) . . . . .	324	1,719	10,88,958	633	1,790	9,54,796	533	79,72,664	79,83,889	11,225	...
Pálanpur-Deesa . . . . .	47	17	1,540	91	17	2,333	137	11,680	14,159	2,479	...
South Indian . . . . .	143	1,042	2,86,593	275	1,042	3,19,560	307	20,28,562	23,62,769	3,34,207	...
Máyavaram-Mutupet . . . . .	61	50	(c) 4,454	89	54	10,622	107	(c) 4,454	57,760	53,306	...
Southern Mahratta (d) . . . . .	115	1,165	2,58,650	222	1,165	2,93,131	252	18,04,331	19,92,115	1,87,784	...
Bengal and North-Western (e) . . . . .	162	756	2,82,799	374	756	2,41,319	319	17,34,098	18,47,224	1,13,126	...
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	231	50,392	218	231	36,580	158	3,13,378	3,15,198	1,820	...
<b>TOTAL</b>	286	8,249	48,39,268	587	8,377	44,57,802	532	3,52,26,142	3,54,10,551	1,84,409	...
<b>State lines worked by the State.</b>											
<i>Standard gauge—</i>											
North Western (state) (f) . . . . .	255	2,507	13,44,787	536	2,511	14,85,608	592	96,71,915	1,03,08,156	6,36,241	...
Oudh and Rohilkhand (state) . . . . .	287	741	4,77,154	644	797	3,42,428	430	31,02,525	34,93,369	3,90,844	...
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	3,78,697	466	813	4,34,100	534	35,69,410	39,23,161	3,53,751	...
Bengal Central (g) . . . . .	126	125	29,409	235	125	31,136	249	2,30,246	2,56,341	26,095	...
East Coast (state) . . . . .	107	266	48,027	181	397	66,738	168	3,71,622	5,07,726	1,36,034	...
<i>Metre gauge—</i>											
Burma (state) . . . . .	199	730	2,63,173	361	746	2,58,197	346	24,79,077	24,88,009	8,932	...
<i>Special gauges—</i>											
Jorhát (state provincial) . . . . .	44	28	1,801	64	28	1,971	70	16,193	18,237	2,044	...
Cherra-Companyganj (state provincial) . . . . .	60	8	835	104	8	970	121	6,806	8,935	2,129	...
<b>TOTAL</b>	244	5,218	25,43,883	487	5,425	26,21,148	483	1,94,47,864	2,10,03,934	15,56,070	...
<b>Lines worked by guaranteed companies.</b>											
<i>Standard gauge—</i>											
Great Indian Peninsula (h) . . . . .	596	1,490	19,00,678	1,276	1,400	14,53,486	975	1,41,52,001	1,16,71,623	...	24,80,378
Bombay, Baroda and Central India . . . . .	801	461	7,05,151	1,725	461	8,58,420	1,862	50,47,149	53,92,759	3,45,610	...
Madras . . . . .	237	840	3,04,448	434	840	4,00,062	476	28,93,073	31,79,929	2,86,856	...
<b>TOTAL</b>	522	2,791	30,60,277	1,966	2,791	27,11,977	972	2,20,92,223	2,02,44,311	...	18,47,912
<b>TOTAL (GUARANTEED AND STATE)</b>	313	16,258	1,04,43,428	642	16,593	97,90,927	591	7,67,66,229	7,66,58,796	...	1,07,433
<b>Assisted companies.</b>											
<i>Standard gauge—</i>											
Delhi-Umballa-Kalka . . . . .	167	161	1,22,834	763	161	61,409	381	4,46,950	4,17,135	...	29,815
Tarkessur . . . . .	308	22	23,331	1,060	22	20,874	949	1,08,301	1,06,290	...	2,011
<i>Metre gauge—</i>											
Rohilkund and Kumaon (Company's section) . . . . .	149	67	23,219	347	66	16,136	244	1,47,720	1,00,460	...	47,260
Bengal Doonars . . . . .	80	32	3,496	109	36	3,977	110	32,197	40,455	8,258	...
Dibru-Sadiya . . . . .	133	78	22,599	290	78	21,855	280	1,61,065	1,74,775	13,710	...
<i>Special gauge—</i>											
Darjeeling-Himalayan . . . . .	232	51	24,207	474	51	23,490	461	1,56,249	1,69,987	13,738	...
<b>TOTAL</b>	166	411	2,19,686	535	414	1,47,741	357	10,52,482	10,09,102	...	43,380
<b>Lines owned by native states and worked by other agencies.</b>											
<i>Standard gauge—</i>											
The Nizam's guaranteed state . . . . .	185	333	1,17,420	353	333	1,41,344	424	8,44,926	10,03,695	1,58,769	...
The Gaekwar's Petlíd . . . . .	112	13	3,266	251	13	3,033	233	19,788	20,650	862	...
Rájpura-Bhátinda . . . . .	192	168	31,722	294	168	28,156	261	2,46,117	5,05,726	2,59,609	...
Kolar Gold-fields . . . . .	306	...	...	...	10	3,431	343	...	35,238	35,238	...
<i>Metre gauge—</i>											
Southern Mahratta (Mysore section) (i) . . . . .	88	362	56,704	157	362	66,450	184	4,48,009	4,97,671	49,662	...
The Gaekwar's Mehsána . . . . .	98	93	18,724	201	93	14,557	157	1,38,303	1,12,515	...	25,788
Kolhápúr . . . . .	92	29	9,892	341	29	6,134	212	40,411	34,852	...	5,559
<i>Special gauge—</i>											
The Gaekwar's Dabhoi . . . . .	81	72	13,141	183	72	13,656	190	85,864	64,372	...	21,492
Cooch Behar . . . . .	30	22	2,012	91	22	1,617	73	8,663	17,998	9,335	...
<b>TOTAL</b>	130	1,032	2,52,881	245	1,042	2,78,378	267	18,32,081	22,92,717	4,60,636	...
<b>Lines owned and worked by native states.</b>											
<i>Metre gauge—</i>											
Bhánagar-Gondal-Junágarh-Porbandar . . . . .	131	334	96,920	290	334	92,753	278	6,51,235	6,06,832	...	44,403
Jetalsar-Rájkot . . . . .	68	46	5,773	126	46	7,041	173	44,322	52,745	8,423	...
Jodhpur-Bickaneer . . . . .	75	364	57,216	157	364	38,323	105	4,13,049	3,25,089	...	87,960
<i>Special gauge—</i>											
Morvi . . . . .	75	94	11,876	126	94	12,159	129	97,295	95,881	...	1,414
<b>TOTAL</b>	97	838	1,71,785	205	838	1,51,176	180	12,05,901	10,80,547	...	1,25,354
<b>GRAND TOTAL</b>	290	18,539	1,10,87,780	598	18,887	1,03,68,222	549	8,08,56,693	8,10,41,167	1,84,469	...

(a) Includes the Bhopal-Itársi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd to 14th April 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.

(i) Includes the Mysore-Nanjangúd and the Yesvantpur-Mysore frontier sections.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. I OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	FIRST 14 DAYS OF APRIL 1894.				FIRST 13 DAYS OF APRIL 1895.				Earnings from 1st to 14th April 1894.	Earnings from 1st to 13th April 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	602	1,634	22,33,182	1,367	1,687	21,18,441	1,256	22,33,182	21,18,441	...	1,14,741		
Bengal-Nagpur	149	862	3,63,668	422	862	3,00,179	348	3,63,668	3,00,179	...	63,489		
Indian Midland (a)	132	752	2,63,443	350	752	1,75,563	233	2,63,443	1,75,563	...	87,880		
Bezwada Extension	95	21	5,589	266	21	5,278	251	5,589	5,278	...	311		
Metre gauge—													
Rajputana-Malwa (b)	261	1,719	10,88,958	633	1,790	9,54,796	533	10,88,958	9,54,796	...	1,34,162		
Palanpur-Deesa	41	17	1,540	91	17	2,333	137	1,540	2,333	...	793		
South Indian	144	1,042	2,86,593	275	1,042	3,19,560	307	2,86,593	3,19,560	...	32,967		
Máyavaram-Mutpet	...	50	(c) 4,454	89	54	10,622	197	(c) 4,454	10,622	...	6,168		
Southern Mahratta (d)	100	1,165	2,58,650	222	1,165	2,93,131	252	2,58,650	2,93,131	...	34,481		
Bengal and North-Western (e)	132	756	2,82,799	374	756	2,41,319	319	2,82,799	2,41,319	...	41,480		
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	50,392	218	231	36,580	158	50,392	36,580	...	13,812		
TOTAL	250	8,249	48,39,268	587	8,377	44,57,802	532	48,39,268	44,57,802	...	3,81,466		
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	232	2,507	13,44,787	536	2,511	14,85,608	592	13,44,787	14,85,608	1,40,821	...		
Oudh and Rohilkhand (state)	242	741	4,77,154	644	797	3,42,428	430	4,77,154	3,42,428	...	1,34,726		
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	813	3,78,697	466	813	4,34,100	534	3,78,697	4,34,100	55,403	...		
Bengal Central (g)	120	125	29,409	235	125	31,136	249	29,409	31,136	1,727	...		
East Coast (state)	71	266	48,027	181	397	66,738	168	48,027	66,738	18,711	...		
Metre gauge—													
Burma (state)	171	730	2,63,173	361	746	2,58,197	346	2,63,173	2,58,197	...	4,976		
Special gauges—													
Jorhát (state provincial)	49	28	1,801	64	28	1,971	70	1,801	1,971	170	...		
Cherra-Companyganj (state provincial)	54	8	835	104	8	970	121	835	970	135	...		
TOTAL	226	5,218	25,43,883	487	5,425	26,21,148	483	25,43,883	26,21,148	77,265	...		
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	510	1,490	19,00,678	1,276	1,490	14,53,486	975	19,00,678	14,53,486	...	4,47,192		
Bombay, Baroda and Central India	638	461	7,95,151	1,725	461	8,58,429	1,862	7,95,151	8,58,429	63,278	...		
Madras	238	840	3,64,448	434	840	4,00,062	476	3,64,448	4,00,062	35,614	...		
TOTAL	440	2,791	30,60,277	1,096	2,791	27,11,977	972	30,60,277	27,11,977	...	3,48,300		
TOTAL (GUARANTEED AND STATE).	277	16,258	1,04,43,428	642	16,593	97,90,927	591	1,04,43,428	97,90,927	...	6,52,501		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	148	161	1,22,834	763	161	61,409	381	1,22,834	61,409	...	61,425		
Tarkessur	253	22	23,331	1,060	22	20,874	949	23,331	20,874	...	2,457		
Metre gauge—													
Rohilkund and Kumaon (Company's section)	137	67	23,219	347	66	16,136	244	23,219	16,136	...	7,083		
Bengal Doars	77	32	3,496	109	36	3,977	110	3,496	3,977	481	...		
Dibru-Sadiya	130	78	22,599	290	78	21,855	280	22,599	21,855	...	744		
Special gauge—													
Darjeeling-Himalayan	238	51	24,207	474	51	23,490	461	24,207	23,490	...	717		
TOTAL	155	411	2,19,686	535	414	1,47,741	357	2,19,686	1,47,741	...	71,945		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	1,17,420	353	333	1,41,344	424	1,17,420	1,41,344	23,924	...		
The Gaekwar's Petlad	92	13	3,266	251	13	3,033	233	3,266	3,033	...	233		
Rajputana-Bhatinda	129	108	31,722	294	108	28,156	261	31,722	28,156	...	3,566		
Kolar Gold-fields	...	...	...	...	10	3,431	343	...	3,431	...	...		
Metre gauge—													
Southern Mahratta (Mysore section) (i)	95	362	56,704	157	362	66,450	184	56,704	66,450	9,746	...		
The Gaekwar's Mehsana	75	93	18,724	201	93	14,557	157	18,724	14,557	...	4,167		
Kolhapur	77	29	9,892	341	29	6,134	212	9,892	6,134	...	3,758		
Special gauges—													
The Gaekwar's Dabhoi	67	72	13,141	183	72	13,656	190	13,141	13,656	515	...		
Cooch Behar	20	22	2,012	91	22	1,617	73	2,012	1,617	...	395		
TOTAL	114	1,032	2,52,881	245	1,042	2,78,378	267	2,52,881	2,78,378	25,497	...		
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junágarh-Porbandar	118	334	96,920	260	334	92,753	278	96,920	92,753	...	4,167		
Jetalsar-Rajkot	60	46	5,773	126	46	7,941	173	5,773	7,941	2,168	...		
Jodhpur-Bickaneer	54	364	57,216	157	364	38,323	105	57,216	38,323	...	18,893		
Special gauge—													
Morvi	67	94	11,876	126	94	12,159	120	11,876	12,159	283	...		
TOTAL	81	838	1,71,785	205	838	1,51,176	180	1,71,785	1,51,176	...	20,609		
GRAND TOTAL	256	18,530	1,10,87,780	598	18,887	1,03,68,222	549	1,10,87,780	1,03,68,222	...	7,19,558		

\* Figures for 1894-95 are not yet available.

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd to 14th April 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.

(i) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

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SUPPLEMENT TO  
**The Gazette of India.**

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SIMLA, SATURDAY, MAY 4, 1895.

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**OFFICIAL PAPERS.**

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*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

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**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 27th, 1895.**

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During the present week two important points call for notice. The first is the large general change which has occurred during the week from the relatively uniform pressures, light winds and cloudy, cool and showery weather which prevailed at the commencement of the week to the large pressure differences, the strong winds and the dry hot weather, which prevailed at the close of the week. Superimposed on this general large change was an important local irregularity in the shape of a cyclonic storm which appeared over the centre of the Bay on the 24th, advanced quickly on a curved course, first to north and then to north-east during the 25th, and struck the Arakan Coast on the morning of the 26th. This storm probably occasioned rough unsettled weather over the Bay, and has given very heavy rain to Assam and probably Upper Burma. During the first few days of the week the weather was cloudy and showery, but as soon as the isobars began to close up and the wind to rise, the thunderstorms, on which the rainfall had depended, ceased, and, except for the local rainfall due to the cyclone, the weather became more settled. Temperature during the week exhibited a general tendency to increase.

**Daily Summary.**—*Sunday.*—Pressure was falling slightly over the North-Western and Central Provinces, the east of the Peninsula, and Bengal, and was steady elsewhere. A slight depression was shown over the Indus Valley and

another over Burma, while readings were highest in Assam and North Bengal. Pressure was uniform, and the winds were light and unsteady. Showers had occurred in several parts of the country, and the mean temperature was low, except in Burma, Sind, and Rajputana, where there was an excess of  $2\frac{1}{2}^{\circ}$ , and in the Punjab, where there was an excess of  $\frac{1}{2}^{\circ}$ .

*Monday.*—The pressure differences remained very small, but the distribution was irregular. One shallow depression was shown over the western desert, a second over the central parts of the country, and a third over Burma. Readings remained highest over North Bengal and Assam. The wind directions were again very variable, and scattered showers, accompanying dust and thunderstorms, had occurred over a considerable part of the country. The mean temperature was excessive over North-Western and part of Central India, but was still in defect elsewhere.

*Tuesday.*—Pressure had generally changed only by small amounts, and the relative distribution had undergone very little alteration. Readings remained highest in Assam and North Bengal, and lowest over the western desert, and the pressure difference remained small. The winds were variable, and the mean temperature was low for the time of year in Bengal, the North-Western Provinces, the Central Provinces, and Madras. Elsewhere the heat was more or less excessive. Scattered thundershowers were reported.

*Wednesday.*—The barometric changes and the distribution were both irregular. Pressure was highest over Burma, and low over the western desert and the east of the Punjab and over the central parts of the country. The winds were light and variable generally, but at Diamond Island a strongish east-north-easterly wind was blowing with a rough sea and rain. Temperature was inclined to rise very generally, and scattered thundershowers were reported from several parts of the country.

*Thursday.*—Pressure had decreased everywhere, and a depression had formed over the centre of the Bay. Pressure was below the normal average almost everywhere—most so in the south of the Bay. Around the Bay the winds were cyclonic, but, except at Diamond Island, they had little force. The directions elsewhere were variable. The mean temperature was low over Burma and the North-Western Provinces, high over Sind, Rajputana, Gujarat, and Central India, and about normal in other provinces. Heavy rain had fallen at Diamond Island, and scattered showers over a large part of the country.

*Friday.*—The depression which was developing over the centre of the Bay on the 25th had intensified considerably, travelled quickly along a curved path, and had struck the Arakan Coast between Chittagong and Akyab. Pressure had increased over a large part of the Peninsula, and decreased elsewhere—most so in North-Eastern India. The winds were probably strong within the storm area, but were moderate in other regions. The mean temperature had been low in North-Eastern India and in Madras, and about normal elsewhere.

*Saturday.*—The principal change was the brisk to very rapid rise of pressure over North-Eastern India, due to the filling up of the storm. In other parts of the country the changes were slight. A very important general alteration had,



however, occurred ; the uniform pressures of the early part of the week having disappeared, and been succeeded by large pressure differences. Fresh to strong winds prevailed throughout the country. Rain had fallen at a few places in North-Western and North-Eastern India and in the Peninsula. The heat was in excess over North-Western India.

**Temperature.**—The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

PROVINCE.	APRIL 1895.							Mean variation of week.
	21st	22nd	23rd	24th	25th	26th	27th	
	o	o	o	o	o	o	o	o
Burma . . . . .	+2.7	+3.0	+1.6	—1.5	—3.4	—3.6	—6.3	—1.1
Bengal and Assam . . . .	—3.7	—4.2	—2.2	—0.6	—1.0	—3.0	—0.9	—2.2
North-Western Provinces and Oudh . . . . .	—5.7	—5.0	—2.7	—1.5	—2.8	—2.1	—1.2	—3.0
Punjab . . . . .	+0.6	+1.5	+2.2	+1.1	+0.6	+1.1	+2.1	+1.3
Bombay . . . . .	—0.2	—0.5	+0.4	+1.1	+1.0	+0.4	—1.0	+0.2
Central Provinces and Berar .	—4.1	—3.5	—1.7	—0.4	—0.7	—0.6	—0.4	—1.6
Central India and Gujarat .	—1.4	—0.9	+0.5	+1.3	—1.5	+1.1	+0.9	+0.4
Sind and Rajputana . . . .	+2.3	+2.9	+2.8	+2.0	+2.7	+0.8	+3.8	+2.5
Madras . . . . .	—3.2	—3.2	—1.8	—0.4	—0.3	—1.6	—1.6	—1.7
Mean for whole of India . .	—1.4	—1.1	—0.1	+0.1	—0.3	—0.8	—0.5	—0.6

The means for the whole of India for the week show apparently that there was a general tendency for temperature to recover from the depression which had prevailed during the previous week. This tendency was counteracted by the accident of the cyclone on the 25th and 26th, but as this disturbance was disappearing on the 27th, the recovery of temperature began to reassert itself. The coolest day, relatively to the average for the whole of India, was the 21st, when the general temperature was 1.4° below the normal, and the warmest day the 24th, when the general temperature was 0.1° above. The provincial variations show that, compared with the average, the hottest region was Sind and Rajputana with an abnormal excess of 2.5°, and the coolest place, the North-Western Provinces, with an abnormal deficiency of 3.0°.

The highest maxima reported on each day were—

On the 21st April 112.3° at Jacobabad.

„ 22nd „ 112.2° „ „

„ 23rd „ 108.9° „ Mooltan.

„ 24th „ 111.3° „ Jacobabad.

„ 25th „ 111.0° „ Deesa.

„ 26th „ 112.2° „ Jacobabad.

„ 27th „ 115.1° „ „

The above shows that the warmest region throughout the week was Sind and Gujarat, and that, as indicated by the general table given above, there was comparatively little increase of heat as the week progressed.

**Rain.**—The past week, like its predecessor, has been one of very general rainfall throughout India. Only seven of the rainfall divisions report absolutely no rain. These divisions are the North-Western Provinces (Central and West), Khandesh, Gujarat, Kathiawar, Sind, and Rajputana (West). In addition to these divisions the following had an average actual fall for the week of less than one-tenth of an inch, *viz.*, the Punjab (South and West), Berar, the Central Provinces (West and East), Central India (East), and Rajputana (East). In these fourteen divisions then there was absolutely or practically no rain, but in all the other divisions effective rainfall was received. The heaviest average actual fall was 4'00 inches in Arakan, followed by 3'14 inches in Assam (Surma), by 2'07 inches in Coorg, and by averages of over 1 inch in North Bengal, Chota Nagpur, Malabar, and Madras (South). The above consideration of the disposition of the divisions having heavy and light rainfall shows that during the week rain was heaviest in North-Eastern India, relatively heavy in the south of the Peninsula, and lightest over parts of North-Western India. From Burma the only return received is from the Arakan division, but it is probable that rain fell throughout the whole of Burma.

The third column of the table shows that the rainfall of the week was in excess of the normal over the greater part of the country. The only divisions which reported a deficiency were—East Bengal, the Assam divisions, Deltaic Bengal, North Bihar, the North-Western Provinces (Central and West), the Punjab (South and West), Khandesh, Berar, the Central Provinces (East), Sind, Rajputana (West), and Hyderabad (South). In nearly all cases the deficiency was small and unimportant, but in Assam (Brahmaputra) it was as much as 1'41 inches. In all the divisions of India, except those mentioned above, the week's rainfall was excessive, the excess being as much as 3'48 inches in Arakan, and 1 inch or above in Chota Nagpur and Coorg. Most of this rainfall occurred during thunder and duststorms, but in Arakan and Cachar the principal part of the rainfall occurred during the cyclone which crossed from the Bay into Burma. The rainfall was scattered through the week in most parts of the country, but in North-Eastern India the heaviest rainfall occurred during the progress of the cyclone noticed above.

The columns giving the total actual and normal rainfall for the period, March 3rd to April 27th, exhibit a deficiency of rain in East, Deltaic and North Bengal, in Assam, in Bihar, in the North-Western Provinces (Submontane), in the Punjab (South, Central, Submontane, and Hill districts), in Khandesh, in Kathiawar, and in the East Coast (North), and an excess elsewhere. The greatest excess is over the Peninsula and the more central parts of the country.

The following heavy local falls during the week are reported : Akyab 4'71 inches, Barisal 3'32 inches, Cherrapunji 8'79 inches, Churamn (Dinajpur) 4'62 inches, Kurseong 4'43 inches, Perintalward (Calicut) 7'10 inches, Raspar (Salem) 4'35 inches, Mettupalayam (Coimbatore) 5'24 inches, Virajpet (Coorg) 3'69 inches, Honnavalli (Tumkur) 4'49 inches, Thirthahalli 4'12 inches, Chandgad (Belgaum) 3'70 inches, Yellavaram (Godavery) 3'90 inches, Wandewash (North Arcot) 4'20 inches, Illuppur (Trichinopoly) 5'07 inches.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 27TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO APRIL 27TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to April 27th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	...	...	...	...	...	...
	Lower Burma . . . . .	...	...	...	...	...	...
	Central Burma . . . . .	...	...	...	...	...	...
	Upper Burma . . . . .	...	...	...	...	...	...
	Arakan . . . . .	4'00	0'52	+ 3'48	4'00	1'88	+ 113
BENGAL AND ASSAM	Eastern Bengal . . . . .	0'62	1'40	- 0'78	3'62	5'26	- 31
	Assam (Surma) . . . . .	3'14	3'40	- 0'26	12'06	21'59	- 44
	Do. (Brahmaputra) . . . . .	0'86	2'27	- 1'41	6'06	10'21	- 41
	Deltaic Bengal . . . . .	0'62	1'00	- 0'38	2'47	3'83	- 36
	Central Bengal . . . . .	0'58	0'57	+ 0'01	2'58	2'22	+ 16
	North Bengal . . . . .	1'81	1'68	+ 0'13	3'89	4'81	- 19
	Orissa . . . . .	0'35	0'35	0	2'86	2'11	+ 36
	Chota Nagpur . . . . .	1'11	0'11	+ 1'00	3'25	1'37	+ 137
	Bihar (South) . . . . .	0'17	0'06	+ 0'11	0'52	0'55	- 5
	Do. (North) . . . . .	0'14	0'33	- 0'19	0'31	1'05	- 70
NORTH-WESTERN PROVINCES AND ODH.	North-Western Provinces (East)	0'13	0'02	+ 0'11	0'38	0'35	+ 9
	Do. (Submontane) (a)	0'46	0'06	+ 0'40	0'71	0'50	+ 42
	Oudh (South) . . . . .	0'10	0'03	+ 0'07	0'54	0'43	+ 24
	Do. (North) . . . . .	0'21	0'05	+ 0'16	0'64	0'59	+ 8
	North-Western Provinces (Central).	0	0'02	- 0'02	0'43	0'38	+ 13
	North-Western Provinces (West).	0	0'03	- 0'03	0'53	0'52	+ 2
	North-Western Provinces (Submontane) (b)	0'26	0'07	+ 0'19	1'42	1'54	- 8
PUNJAB	Punjab (South) . . . . .	0'02	0'05	- 0'03	0'51	0'75	- 32
	Do. (Central) . . . . .	0'10	0'05	+ 0'05	0'60	0'73	- 18
	Do. (Submontane) . . . . .	0'16	0'07	+ 0'09	1'25	1'48	- 14
	Do. (Hill Districts) . . . . .	0'62	0'25	+ 0'37	3'46	4'29	- 19
	Do. (North-West) . . . . .	0'25	0'19	+ 0'06	4'14	3'03	+ 37
	Do. (West) . . . . .	0'03	0'11	- 0'08	1'82	1'07	+ 70
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	1'65	0'82	+ 0'83	5'52	3'47	+ 59
	Madras (South Central) . . . . .	0'94	0'89	+ 0'05	3'80	2'82	+ 35
	Coorg . . . . .	2'07	0'53	+ 1'54	5'77	2'99	+ 93
	Mysore . . . . .	0'86	0'42	+ 0'44	3'90	1'41	+ 126
	Konkan . . . . .	0'29	0'08	+ 0'21	0'55	0'22	+ 150
	Bombay Deccan . . . . .	0'42	0'34	+ 0'08	1'37	0'90	+ 52
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh . . . . .	0	0'05	- 0'05	0'11	0'16	- 31
CENTRAL PROVINCES AND BERAR.	Berar . . . . .	0'02	0'10	- 0'08	0'65	0'38	+ 71
	Central Provinces (West) . . . . .	0'07	0'02	+ 0'05	1'01	0'45	+ 124
	Ditto (Central) . . . . .	0'10	0'05	+ 0'05	1'66	0'75	+ 121
	Ditto (East) . . . . .	0'03	0'14	- 0'11	1'76	1'13	+ 56
BOMBAY (NORTH)	Gujarat . . . . .	0	0	0	0'02	0'01	+ 100
	Kathiawar . . . . .	0	0	0	0	0'22	- 100
	Sind . . . . .	0	0'02	- 0'02	0'59	0'37	+ 59
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0'04	0'03	+ 0'01	0'78	0'20	+ 290
	Rajputana (East), Central	0'04	0'03	+ 0'01	0'57	0'22	+ 159
	India (West).	0	0'02	- 0'02	0'36	0'11	+ 228
	Rajputana (West) . . . . .	0	0'02	- 0'02	0'36	0'11	+ 228
MADRAS	East Coast (North) . . . . .	0'37	0'14	+ 0'23	1'43	1'02	+ 40
	Ditto (ditto) (a) . . . . .	0'35	0'14	+ 0'21	1'30	1'78	- 27
	Hyderabad (South) . . . . .	0'02	0'09	- 0'07	1'54	1'17	+ 32
	Madras (Central) . . . . .	0'25	0'14	+ 0'11	1'26	0'54	+ 133
	East Coast (Central) . . . . .	0'15	0'06	+ 0'09	0'59	0'49	+ 20
	Ditto (South) . . . . .	0'47	0'22	+ 0'25	0'96	0'87	+ 10
	Madras (South) . . . . .	1'21	0'65	+ 0'56	3'96	2'59	+ 53

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SIMLA, 2nd May 1895.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 27th April.*—Showers have fallen throughout the Province, and the rainfall has been especially good in parts of the Central, Southern, and West Coast districts. Ploughing and sowing are in progress in parts. The standing crops only occupy small areas, and are generally fair, and have been improved by the recent rain in all the Southern districts. Some harvest is still going on, generally with fair outturn. Pasture continues scarce, but is improving in places, and fodder is generally sufficient. Cattle are generally in good condition. Prices are slightly easier in the Central and Southern districts; elsewhere prices are practically stationary.

**Bombay.**—*For week ending 1st May.*—Slight rain in parts of the Konkan, Deccan, and Karnatak. The standing crops are good, except in one taluka of Karachi, where they are injured by blight. Reaping of all crops continues in parts of eight districts. Preparations for next season are in progress in parts of seventeen districts. Sowing is progressing in one taluka of Sholapur. Cotton-picking continues in parts of Gujarat and Dharwar. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of Ahmednagar.

**Bengal.**—*For week ending 29th April.*—There was rain in all the reporting districts, except Dacca, accompanied by hail in parts of Khulna and Patna. It has done much good to the standing crops, and has facilitated ploughing and early sowings. More rain is required in some few districts. Indigo and young sugarcane are doing well. The harvesting of the spring rice in Orissa is nearly over. The *mahua* (*Bassia latifolia*) harvest in Chota-Nagpur has yielded a good outturn. The mango crop in Bihar is reported good, but in Patna it has been somewhat damaged by rain and hail. The fodder-supply in Hazaribagh has improved by the late rain. The price of common rice continues generally stationary.

**North-Western Provinces and Oudh.**—*For week ending 1st May.*—Weather seasonable with increasing heat. Slight rain has fallen in some of the Eastern and Submontane districts and in Agra. Damage by hail is reported in one parganah of Almora. Threshing and winnowing of the spring crops are approaching completion. Irrigation of the summer crops continues. Markets are well supplied. Fodder is reported to be insufficient in Fyzabad; elsewhere it is sufficient. Prices are fairly steady, but rising in a few districts.

**Punjab.**—*For week ending 1st May.*—Rain has fallen in all districts, except Hissar, Delhi, Umballa, Sialkot, and Dera Ismail Khan. Reaping of the spring crops is nearly over; threshing has commenced. Sowing of the extra spring crops is still going on in Dera Ismail Khan. Land is being prepared for the autumn crops, the sowing of which will begin shortly. The standing crops are in good condition. The outturn is said to be an average one in Delhi. The spring crops are reported to have been damaged to some extent by hail in parts of Lahore. Agricultural stock and cattle are generally in good condition, and pasturage and fodder are sufficient throughout the Province. Prices are normal in Umballa, below normal in Sialkot and Shahpur, and continue low elsewhere.

**Central Provinces.**—*For week ending 1st May.*—Weather generally clear and warm with light showers in Nagpur. Land is being prepared for the autumn sowings in Nimar, Nagpur, and Chanda. Threshing of the winter crops is progressing. Prices are above normal in Seoni and are stationary in Damoh, where imports are increasing.



**Burma.**—*For week ending 27th April.*—Report not received.

**Assam.**—*For week ending 30th April.*—Weather seasonable. Sowing of the early rice continues. Pressing of sugarcane is finished. The condition of cattle is fair. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 1st May.*—**MYSORE:** Rain has fallen in all districts. The standing crops are in good condition. Prospects are good. Ploughing operations have commenced in the Shimoga district. Prices have slightly risen in the Mysore and Shimoga districts.

**COORG:** Rainfall moderate. Prospects of coffee and cardamom are fair. Ploughing for rice and *ragi* (*Eleusine coracana*) has commenced. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

**Berar and Hyderabad.**—*For week ending 1st May.*—**BERAR:** Weather hot. Threshing of wheat, gram, and linseed has been completed in Ellichpur. Breaking up of the land for the next rain crop is in progress. The fodder and water-supply are ample. Prices have fallen in two districts, but are steady elsewhere.

**HYDERABAD:** Rainfall moderate. Thunderstorms and slight rain in the Eastern and Southern divisions. The standing crops have been somewhat damaged by hail. The hot-weather crops are being harvested in the Hyderabad and Warangal districts. The water-supply is running short, except in Hyderabad. Prices are normal.

**Central India.**—*For week ending 1st May.*—Rainfall moderate in parts of three Agencies. Harvesting of the winter crops has been completed in four Agencies and in parts of Gwalior, and is in progress elsewhere. The probable outturn will be good in four Agencies, but below average in others owing to the recent rain and hailstorms. Agricultural stock in good condition in all Agencies, except in parts of Goona and Gwalior. Pasturage is good and sufficient in all Agencies, except in parts of Gwalior. Prices\* of food-grains are falling in Bundelkhand, above normal in Bhopawar and Goona, rising in parts of Gwalior, and normal elsewhere. Opium is in good condition in Gwalior; elsewhere it has been gathered.

**Rajputana.**—*For week ending 1st May.*—Rainfall moderate in Kotah, Ajmere, Jeypore, and Bikanir. Agricultural operations are satisfactory. Reaping continues. The standing crops, prospects, and agricultural stock are generally good. The crops have been damaged partly by hail in Dholepore. Fodder is sufficient, except in Dholepore. Prices have risen in one State, fluctuating in one, falling in one, and steady elsewhere.

**Kashmir.**—*For week ending 30th April.*—**KASHMIR VALLEY:** Rainfall slight. The standing spring crops are generally in good condition. Land is being prepared for the autumn crops. Prices continue normal.

**JAMMU PROVINCE:** *For week ending 30th April.*—Harvesting is in progress. Cattle are healthy. Prices are stationary.

**Nepal.**—*For week ending 27th April.*—Slight showers have fallen. The weather is getting warm. The wheat crop promises well. Indian-corn is still being sown.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

No. 2056-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

*Simla, the 3rd May, 1895.*

Read the following Customs Circulars :

CUSTOMS CIRCULAR NO. IV.

(Levy of duty, at six annas a maund, on salted fish imported into British India.)

No. 1548-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

NOTIFICATION.

*Calcutta, the 24th March, 1894.*

In exercise of the power conferred by the Indian Tariff Act, VIII of 1894, and in supersession of the Notification in the Finance and Commerce Department, No. 3493, dated the 12th August 1893, the Governor General in Council directs that on and from the date of this Notification a duty at the rate of six annas a maund of 82 $\frac{2}{7}$  lbs. advoirdupois shall be levied on salted fish, dry and wet, imported into any Customs port from any place beyond the limits of British India.

J. F. FINLAY,

*Secretary to the Government of India.*

CUSTOMS CIRCULAR NO. V.

(Refund of the difference between the specific and *ad valorem* duty to be allowed on arms purchased by European British subjects residing in Native States from an importer or seller also residing in a Native State.)

No. 102-S.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

To

THE SECRETARY TO THE GOVERNMENT OF MADRAS,  
REVENUE DEPARTMENT.

*Calcutta, the 27th March, 1894.*

SIR,

I am directed to acknowledge the receipt of the Proceedings forwarded with your letter No. 626, dated the 14th ultimo, and to say that the Government of India agree with the Government of Madras that a refund should be made of



the difference between the specific and *ad valorem* duty on arms purchased by European British subjects residing in Native States from an importer or seller also residing in a Native State.

\* \* \* \* \*

I have the honour to be,

SIR,

Your most obedient Servant,

J. E. O'CONOR,

*Asst. Secretary to the Government of India.*

Copy forwarded to the Governments of Bombay and Bengal, and to the Chief Commissioner of Burma.

CUSTOMS CIRCULAR NO. VI.

(Refund of import duty not to be granted on lost goods, on which duty has been paid, when they have passed out of Customs custody.)

No. 2692-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.  
Customs.

To

THE CHIEF SECRETARY TO THE GOVERNMENT OF  
BOMBAY, REVENUE DEPARTMENT.

*Simla, the 30th May, 1894.*

SIR,

I am directed to acknowledge the receipt of your letter No. 2834, dated 24th April 1894, on the subject of a claim made by \* \* \* for the refund of the Customs duty paid by them on 198 cases of kerosine oil which were lost in Bombay Harbour while in transit from the importing vessel to the wharf after the oil had been entered for home consumption and duty had been paid on it.

2. I am to state that the Governor General in Council concurs in the opinion of the Government of Bombay stated in the second paragraph of your letter, and that the claim made by the firm cannot be accepted. To establish a claim for exemption from duty on lost goods it must be shown that the goods when lost had not actually been entered for warehousing or for home consumption, or that they were lost after entry for home consumption while they were in the custody of the Customs officials. When the goods have been lost before entry for home consumption or after it has been completed, and while the goods are in the custody of the importer or his agents, such loss must be accepted by the importer as a trade risk against which the Government cannot undertake to insure him.

3. This ruling will be communicated to all Local Governments for future guidance in such cases.

I have the honour to be,

SIR,

Your most obedient Servant,

J. E. O'CONOR,

*Asst. Secretary to the Government of India.*

## CUSTOMS CIRCULAR NO. VII.

(Adoption at all Indian ports of the practice observed in the Bombay Custom House in regard to the treatment under the Merchandise Marks Act, 1889, of goods bearing the names of British or British Indian firms, and of bottles of wine and other liquors.)

NO. 4175-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

## RESOLUTION.

*Simla, the 18th August, 1894.*

Read—

Letter from the Government of Bombay, No. 1484, dated the 24th February 1894, and enclosures.

Letter to the Governments of Madras and Bengal, and the Chief Commissioner of Burma, No. 84-S., dated the 16th March 1894.

Letter from the Government of Bengal, No. 5-T.F., dated the 6th May 1894, and enclosure.

Letter from the Chief Commissioner of Burma, No. 476-1 C.-3, dated the 22nd May 1894, and enclosures.

Letter from the Government of Madras, No. 432, dated the 20th June 1894, and enclosures.

In the letter of the 24th February 1894 the Government of Bombay brought to the notice of the Government of India that the practice of the Bombay Custom House in the administration of the Indian Merchandise Marks Act, 1889, was at variance with the practice at Calcutta and other ports in respect of the following two points:

- (1) At Bombay goods bearing the names of British or British Indian firms are detained unless the origin of the goods is indicated *on the same label* as that on which the name appears.
- (2) At Bombay the indication of the country of origin, as well as of the names of the shippers, is required to be placed on the capsules and corks of bottles of wine and other liquors as well as on the labels.

The Government of Bombay observed that this practice was in conformity with the intention of the law, and suggested that it should be adopted elsewhere. As the Collector of Bombay observes, the English Board of Customs, in their circular issued under the corresponding Act in England, have ordered that the indication of origin "should form an actual part of the label or wrapper on which the description appears."

2. The suggestion was referred for opinion to the other local Governments. From the replies it appears that in Bengal and Burma the practice in regard to both points is different, but that both the local Governments are in favour of adopting the Bombay practice. In Madras, the practice as regards the first point is the same as that obtaining in Bombay; but as regards the second point, the marking of the country of origin on corks and capsules of bottles is not insisted on. The Government of Madras admit that such marking seems to be required by law; but, in view of the inconvenience and loss which would be caused to shippers by a sudden change of the existing practice, they suggest that the practice need not be interfered with, or, if any change is to be made, that ample notice should be given to the trade.

3. The Governor General in Council agrees with the Government of Bombay in thinking that the practice of the Bombay Custom House in regard to both the points is in accordance with the intention of the law. His Excellency in



Council is, therefore, pleased to direct that this practice should be adopted at all other ports, but that its enforcement as regards the second point should follow adequate notice to importing firms, so as to prevent any reasonable ground of complaint of loss.

Ordered, that copy of the Resolution be communicated to the Governments of Madras, Bombay, and Bengal, and to the Chief Commissioner of Burma.

J. E. O'CONOR,

*Asst. Secretary to the Government of India.*

CUSTOMS CIRCULAR NO. VIII.

(Exemption from Customs duty of salt imported into Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stoneware.)

No. 4708-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

NOTIFICATION.

*Simla, the 18th September, 1894.*

In exercise of the powers conferred by Section 23 of the Sea Customs Act, VIII of 1878, and in supersession of the Notification in the Department of Revenue, Agriculture and Commerce, No. 150, dated the 12th July 1877, the Governor General in Council is pleased to exempt from the whole of the duties of customs to which it is liable under the Indian Tariff Act, VIII of 1894, all salt imported into the port of Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stoneware.

STEPHEN JACOB,

*Offg. Secretary to the Government of India.*

ORDERED, that the Circulars be published for general information in the Supplement to the *Gazette of India*.

J. F. FINLAY,

*Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 21ST  
APRIL 1894, AND FROM 1ST JANUARY TO 20TH APRIL 1895.

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	WEEK ENDING 21ST APRIL 1894.				WEEK ENDING 20TH APRIL 1895.				Earnings from 1st January to 21st April 1894.	Earnings from 1st January to 20th April 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
<b>State lines worked by companies.</b>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>		
<i>Standard gauge—</i>													
East Indian . . . . .	655	1,641	11,91,103	726	1,687	11,74,729	696	1,79,77,633	1,76,65,835	...	3,11,798		
Bengal-Nagpur . . . . .	189	862	1,88,156	218	862	1,58,300	184	29,09,221	28,97,529	...	11,692		
Indian Midland (a) . . . . .	162	752	1,45,027	194	752	1,03,686	138	19,63,519	17,18,926	...	2,44,593		
Bezwa extension . . . . .	108	21	2,382	113	21	2,996	143	34,360	47,317	12,957	...		
<i>Metre gauge—</i>													
Rajputana-Malwa (b) . . . . .	324	1,719	6,08,642	354	1,790	5,44,720	304	85,81,306	85,28,609	...	52,697		
Pālanpur-Deesa . . . . .	47	17	1,074	63	17	1,100	65	12,754	15,259	2,505	...		
South Indian . . . . .	143	1,042	1,57,054	151	1,042	1,72,295	165	21,85,616	25,35,707	3,50,151	...		
Māyavaram-Mutpet . . . . .	61	54	2,778	51	54	4,220	78	(c) 7,232	62,155	54,923	...		
Southern Mahratta (d) . . . . .	115	1,165	1,53,725	132	1,165	1,53,903	132	19,58,056	21,26,714	1,68,658	...		
Bengal and North-Western (e) . . . . .	162	756	1,50,614	199	756	1,28,850	170	18,84,712	19,84,716	1,00,004	...		
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	231	21,011	91	231	10,104	83	3,34,399	3,31,771	...	2,618		
<b>TOTAL</b>	286	8,260	26,22,656	318	8,377	24,63,903	294	3,78,48,798	3,79,14,598	65,800	...		
<b>State lines worked by the State.</b>													
<i>Standard gauge—</i>													
North Western (state) (f) . . . . .	255	2,507	7,24,125	289	2,511	7,52,529	300	1,03,96,040	1,10,60,831	6,64,791	...		
Oudh and Rohilkhand (state) . . . . .	287	741	2,52,033	340	797	2,10,655	264	33,54,608	37,13,872	3,59,264	...		
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	1,94,269	239	813	2,01,270	248	37,63,679	41,33,322	3,69,643	...		
Bengal Central (g) . . . . .	126	125	14,842	110	125	15,890	127	2,45,088	2,72,120	27,032	...		
East Coast (state) . . . . .	107	266	30,969	116	397	33,979	86	4,02,661	5,41,705	1,39,044	...		
<i>Metre gauge—</i>													
Burma (state) . . . . .	199	...	...	...	...	(h)	...	24,79,077	24,88,009	8,932	...		
<i>Special gauges—</i>													
Jorhat (state provincial) . . . . .	44	28	1,523	54	28	915	33	17,716	19,152	1,436	...		
Cherra-Companyganj (state provincial) . . . . .	60	8	510	64	8	568	71	7,316	9,503	2,187	...		
<b>TOTAL</b>	244	4,488	12,18,321	271	4,672	12,15,806	260	2,06,66,185	2,22,38,514	15,72,329	...		
<b>Lines worked by guaranteed companies.</b>													
<i>Standard gauge—</i>													
Great Indian Peninsula (k) . . . . .	596	1,490	10,77,723	690	1,490	7,73,799	519	1,51,79,724	1,24,62,699	...	27,17,025		
Bombay, Baroda and Central India . . . . .	801	461	4,60,185	928	461	4,74,000	1,028	55,07,334	58,66,759	3,59,425	...		
Madras . . . . .	237	840	1,92,180	229	840	2,00,660	239	30,85,253	33,78,074	2,93,421	...		
<b>TOTAL</b>	522	2,791	16,86,088	602	2,791	14,48,459	519	2,37,72,311	2,17,08,132	...	20,64,179		
<b>TOTAL (GUARANTEED AND STATE)</b>	313	15,539	55,21,665	355	15,847	51,28,166	324	8,22,87,294	8,18,61,244	...	4,26,050		
<b>Assisted companies.</b>													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka . . . . .	167	161	30,551	190	161	26,909	167	4,77,501	4,46,087	...	31,414		
Tarkessur . . . . .	308	22	6,979	317	22	6,598	300	1,15,280	1,13,504	...	1,716		
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section) . . . . .	149	67	11,318	169	66	12,942	106	1,59,038	1,12,264	...	46,774		
Bengal Doora . . . . .	86	32	1,674	52	36	3,030	84	33,871	44,020	10,149	...		
Dibru-Sadiya . . . . .	133	78	10,992	141	78	11,181	143	1,72,057	1,87,840	15,783	...		
<i>Special gauge—</i>													
Darjeeling-Himalayan . . . . .	232	51	11,516	226	51	13,202	259	1,67,765	1,83,189	15,424	...		
<b>TOTAL</b>	166	411	73,030	178	414	73,862	178	11,25,512	10,86,564	...	38,548		
<b>Lines owned by native states and worked by other agencies.</b>													
<i>Standard gauge—</i>													
The Nizam's guaranteed state . . . . .	185	333	63,423	190	333	70,578	212	9,08,349	10,74,273	1,65,924	...		
The Gaekwar's Petlad . . . . .	112	13	1,926	148	13	1,310	101	21,714	21,960	246	...		
Rajputana-Bhatinda . . . . .	192	108	15,861	147	108	20,595	191	2,61,978	5,26,321	2,64,343	...		
Kolar Gold-fields . . . . .	306	...	...	...	10	1,604	160	...	37,387	37,387	...		
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (i) . . . . .	88	362	31,422	87	368	29,725	81	4,70,431	5,21,289	41,858	...		
The Gaekwar's Mehsana . . . . .	98	93	10,578	114	93	7,440	80	1,48,881	1,19,955	...	28,926		
Kolhapur . . . . .	92	29	3,674	127	29	2,953	102	44,085	38,038	...	6,047		
<i>Special gauge—</i>													
The Gaekwar's Dabhoi . . . . .	81	72	10,140	141	72	5,040	83	96,004	70,312	...	25,692		
Cooch Behar . . . . .	30	22	891	41	22	770	35	9,564	18,991	9,427	...		
<b>TOTAL</b>	130	1,032	1,37,915	134	1,048	1,40,915	134	19,70,006	24,28,526	4,58,520	...		
<b>Lines owned and worked by native states.</b>													
<i>Metre gauge—</i>													
Bhāvnagar-Gondal-Junāgarh-Porbandar . . . . .	131	334	60,327	181	334	57,178	171	7,11,562	6,60,230	...	51,332		
Jetalsar-Rajkot . . . . .	68	46	4,530	98	46	3,826	83	48,852	56,305	7,453	...		
Jodhpur-Bikaner . . . . .	75	364	32,096	88	364	21,170	58	4,45,145	3,46,259	...	98,886		
<i>Special gauge—</i>													
Morvi . . . . .	75	94	6,319	67	94	9,404	100	1,03,614	1,05,348	1,734	...		
<b>TOTAL</b>	97	838	1,03,272	123	838	91,578	109	13,09,173	11,68,142	...	1,41,031		
<b>GRAND TOTAL</b>	290	17,820	58,35,282	327	18,147	54,34,523	299	8,66,91,985	8,65,44,876	...	1,47,109		

(a) Includes the Bhawalpur section.

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd to 21st April 1894.

(d) Includes the Guntakal Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Return not received.

(i) Total earnings from 1st January to 14th April 1894.

(j) Total earnings from 1st January to 13th April 1895.

(k) Includes the Wardha Coal, Dhond-Manmad, Khāmgaon, and



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. II OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.		Average earnings per mile per week in 1893-94.	WEEK ENDING 21ST APRIL 1894.				WEEK ENDING 20TH APRIL 1895.				Earnings from 1st to 21st April 1894.	Earnings from 1st to 20th April 1895.	Increase.	Decrease.
			Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
				Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.		Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—														
East Indian		602	1,641	11,91,193	726	1,687	11,74,729	696	34,24,375	32,93,170	...	1,31,205		
Bengal-Nagpur		149	862	1,88,256	218	862	1,58,300	184	5,51,724	4,58,479	...	93,445		
Indian Midland (a)		132	752	1,45,927	194	752	1,03,686	138	4,09,370	2,79,249	...	1,30,121		
Bezwada Extension		95	21	2,382	113	21	2,996	143	7,971	8,274	303	...		
Metre gauge—														
Rajputana-Malwa (b)		261	1,719	6,08,642	354	1,790	5,44,720	304	16,97,600	14,99,516	...	1,98,084		
Palampur-Deesa		41	17	1,074	63	17	1,100	65	2,614	3,433	819	...		
South Indian		144	1,042	1,57,054	151	1,042	1,72,295	165	4,43,647	4,91,855	48,208	...		
Mayavaram-Mutpet		...	54	2,778	51	54	4,220	78	(c) 7,232	14,842	7,610	...		
Southern Mahratta (d)		100	1,165	1,53,725	132	1,165	1,53,903	132	4,12,375	4,47,034	34,659	...		
Bengal and North-Western (e)		132	756	1,50,614	199	756	1,28,850	170	4,33,413	3,70,169	...	63,744		
Rohilkund and Kumaon (Lucknow-Bareilly section)		67	231	21,011	91	231	19,104	83	71,403	55,684	...	15,719		
TOTAL		250	8,260	26,22,656	318	8,377	24,63,903	294	74,61,924	69,21,705	...	5,40,219		
State lines worked by the State.														
Standard gauge—														
North Western (state) (f)		232	2,507	7,24,125	289	2,511	7,52,529	300	20,68,912	22,38,137	1,69,225	...		
Oudh and Rohilkhand (state)		242	741	2,52,083	340	797	2,10,655	264	7,29,237	5,53,083	...	1,76,154		
Eastern Bengal (state) (including metre and 2' 6" gauges)		309	813	1,94,769	239	813	2,01,270	248	5,72,966	6,35,370	62,404	...		
Bengal Central (g)		120	125	14,842	119	125	15,890	127	44,251	47,026	2,775	...		
East Coast (state)		71	266	39,969	116	397	33,979	86	78,996	1,00,717	21,721	...		
Metre gauge—														
Burma (state)		171	...	...	...	...	(h)	...	(i) 2,63,173	(j) 2,58,197	...	4,976		
Special gauges—														
Jorhat (state provincial)		49	28	1,523	54	28	915	33	3,324	2,886	...	438		
Cherra-Companyganj (state provincial)		54	8	510	64	8	568	71	1,345	1,538	193	...		
TOTAL		226	4,488	12,18,321	271	4,679	12,15,806	260	37,62,204	38,36,954	74,750	...		
Lines worked by guaranteed companies.														
Standard gauge—														
Great Indian Peninsula (k)		510	1,490	10,27,723	690	1,490	7,73,799	519	29,28,401	22,27,285	...	7,01,116		
Bombay, Baroda and Central India		638	461	4,60,185	998	461	4,74,000	1,028	12,55,336	13,32,429	77,093	...		
Madras		238	840	1,92,180	229	840	2,00,660	239	5,56,628	6,00,722	44,094	...		
TOTAL		440	2,791	16,80,088	602	2,791	14,48,459	519	47,40,365	41,60,436	...	5,79,929		
TOTAL (GUARANTEED AND STATE)		277	15,539	55,21,065	335	15,847	51,28,168	324	1,59,64,493	1,49,19,095	...	10,45,398		
Assisted companies.														
Standard gauge—														
Delhi-Umballa-Kalka		148	161	30,551	190	161	26,909	167	1,53,385	88,318	...	65,067		
Tarkessur		253	22	6,979	317	22	6,598	300	30,310	27,472	...	2,838		
Metre gauge—														
Rohilkund and Kumaon (Company's section)		137	67	11,318	169	66	12,942	196	34,537	29,078	...	5,459		
Bengal Doorgs		77	32	1,674	52	36	3,030	84	5,170	7,007	1,837	...		
Dibru-Sadiya		130	78	10,992	141	78	11,181	143	33,591	33,030	...	555		
Special gauge—														
Darjeeling-Himalayan		238	51	11,516	226	51	13,202	259	35,723	36,692	969	...		
TOTAL		155	411	73,030	178	414	73,862	178	2,92,716	2,21,603	...	71,113		
Lines owned by native states and worked by other agencies.														
Standard gauge—														
The Nizam's guaranteed state		158	333	63,423	190	333	70,578	212	1,80,843	2,11,922	31,079	...		
The Gaekwar's Petlad		92	13	1,926	148	13	1,310	101	5,192	4,343	...	849		
Rajpura-Bhatinda		129	108	15,861	147	108	20,595	191	47,583	48,751	1,168	...		
Kolar Gold-fields		...	...	...	...	10	1,604	160	...	5,035	5,035	...		
Metre gauge—														
Southern Mahratta (Mysore section) (l)		95	362	31,422	87	368	29,725	81	88,126	96,175	8,049	...		
The Gaekwar's Mehsana		75	93	10,578	114	93	7,440	80	29,302	21,907	...	7,305		
Kolhapur		77	29	3,674	127	29	2,953	102	13,566	9,087	...	4,479		
Special gauges—														
The Gaekwar's Dabhoi		67	72	10,140	141	72	5,940	83	23,281	19,596	...	3,685		
Cooch Behar		20	22	891	41	22	770	35	2,903	2,387	...	516		
TOTAL		114	1,032	1,37,915	134	1,048	1,40,915	134	3,90,796	4,19,293	28,497	...		
Lines owned and worked by native states.														
Metre gauge—														
Bhavnagar-Gondal-Junagarh-Porbandar		118	334	60,327	181	334	57,178	171	1,57,247	1,49,931	...	7,316		
Jetalsar-Rajkot		60	46	4,530	98	46	3,826	83	10,303	11,767	1,464	...		
Jodhpur-Bickaneer		54	364	32,056	88	364	21,170	58	89,312	59,493	...	29,819		
Special gauge—														
Morvi		67	94	6,319	67	94	9,404	100	18,195	21,563	3,368	...		
TOTAL		81	838	1,03,272	123	838	91,578	109	2,75,057	2,42,754	...	32,303		
GRAND TOTAL		256	17,820	58,35,283	327	18,147	54,34,523	299	1,69,23,062	1,58,02,745	...	11,20,317		

\* Figures for 1894-95 are not yet available.

\* Figures for 1894-95 are not yet available.

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd to 21st April 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Return not received.

(i) Total earnings from 1st to 14th April 1894.

(j) Total earnings from 1st to 13th April 1895.

(k) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(l) Includes the Mysore-Najangud and the Yesvantpur-Mysore frontier sections.

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SUPPLEMENT TO  
**The Gazette of India.**

No. 19.}

SIMLA, SATURDAY, MAY 11, 1895.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 4th, 1895.**

At the close of last week pressure was low over the Gangetic plain and the Punjab, and high over the Arabian Sea and Bay of Bengal; large pressure differences existed, strong westerly winds were blowing, and the weather was dry and hot. These conditions have continued with only slight modification during the week under review. The only really important change has been the gradual and unsteady rise of the barometer over Northern India, combined with steady pressures in the south. Hence pressure had become more uniform at the close of the week than it was at the commencement, and accompanying this change there was a change in the winds. The westerly winds which continued to prevail over the greater part of the country fell lighter, and easterly winds appeared over the north side of the Gangetic plain, while the weather became more cloudy and cooler, and thundershowers, which had almost ceased during the prevalence of the strong westerly winds, again occurred over a large part of the country. In North-Eastern India the weather was at no time influenced by these westerly winds, but strong southerly winds from the Bay blew uninterruptedly. Consequently, there was much more moisture in this region, heavyish rainfall was of almost daily occurrence, and the provinces of Burma, Bengal, and Assam alone among the provinces of India had a temperature steadily lower than the normal. The wind was strong to a gale over a large part of the country at different times,

and local dust and thunder storms were on some occasions accompanied with strong winds, but there was no cyclonic storm during the week.

**Daily Summary.**—*Sunday.*—Pressure was low over the western desert and the Gangetic plain, and high off the Bombay Coast. Gradients were much steeper than usual, and the westerly to north-westerly winds which blew over a large part of the country were strong to a gale in force. The southerly winds over the Bay were also strong. Rain was practically confined to North and East Bengal and Assam, though a few local showers were reported from other parts of the country. The mean temperature was generally excessive, except in Bengal and Bombay.

*Monday.*—Pressure remained highest on the west coast of the Peninsula and lowest over the north of the Gangetic plain, and gradients were even steeper than on the 28th. Strong westerly and north-westerly winds prevailed, except in North-Eastern India, where the directions were variable. The mean temperature had been normal or excessive, except in Bengal and Burma. Rain had fallen in Burma, Assam, and North Bengal. In Assam the fall had been heavy.

*Tuesday.*—Pressure had decreased over the extreme north-west, been steady in the extreme south, and risen elsewhere. The relative distribution showed little general change, and gradients continued steep. Easterly winds were re-appearing in Northern India, otherwise there was little alteration in the wind currents. The mean temperature had been excessive, except in Burma, Bengal, and the North-Western Provinces. Rain was confined to North-Eastern India, but was heavy in Cachar and East Bengal.

*Wednesday.*—Two barometric depressions were shown, one over the Upper Indus Valley, and a second over the east of the Central Provinces and west of Bengal, while readings were highest in Assam. The winds were cyclonic around the depression over the Central Provinces, easterly and south-easterly up the Gangetic plain, and north-westerly elsewhere. The mean temperature had been excessive everywhere, except Burma, but particularly so in North-Western India. Rain had fallen in Upper Burma, East Bengal, and Assam, but the amounts were smaller than on the preceding day.

*Thursday.*—Pressure had changed irregularly and largely in Northern India, and been nearly steady elsewhere. The general conditions of pressure and of wind were not much changed. The mean temperature remained above the normal average everywhere, particularly in the north-west. Showers had fallen in North-Eastern India, the amounts being large in Lower Bengal.

*Friday.*—Two depressions continued to be shown, one over North-Western India, and the second over the Central Provinces, and the general conditions were still unaltered. The easterly winds were disappearing from the Gangetic plain, but otherwise there was little alteration. The mean temperature had been normal or excessive everywhere. Scattered showers had occurred over a large part of the country.

*Saturday.*—Pressure had increased over nearly the whole country. Readings were highest in Assam and lowest over the western desert, and gradients had become more nearly normal. The wind had again become easterly up the Gangetic plain, but this was practically the only change. The mean temperature had



been excessive, except in the North-Western Provinces, and perhaps in Burma. Rain had fallen over nearly the whole of Bengal and Assam, and scattered showers had occurred in other parts of the country.

**Temperature.**—The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

PROVINCE.	APRIL 1895.			MAY 1895.				Mean variation of week.
	28th	29th	30th	1st	2nd	3rd	4th	
	o	o	o	o	o	o	o	o
Burma . . . . .	—4·5	—2·1	—1·3	—1·3	—0·3	—0·1	—0·5	—1·4
Bengal and Assam . . . .	—1·1	—1·3	—0·5	—1·3	—1·4	—0·8	—3·8	—1·5
North-Western Provinces and Oudh . . . . .	+2·5	+1·5	—0·5	+1·0	+0·8	—0·6	—1·4	+0·5
Punjab . . . . .	+3·1	+1·4	+2·0	+7·4	+6·2	+2·7	+1·4	+3·5
Bombay . . . . .	—0·9	—0·5	+0·1	+0·1	+1·4	+1·8	+2·2	+0·6
Central Provinces and Berar .	+1·7	—0·1	+1·6	+2·3	+2·6	+2·9	+1·4	+1·8
Central India and Gujarat .	+1·6	+1·3	+0·8	+0·9	+1·4	+2·7	+1·6	+1·5
Sind and Rajputana . . . .	+3·7	+2·7	+4·0	+5·5	+4·3	+0·8	+1·6	+3·2
Madras . . . . .	+0·6	+2·7	+3·9	+3·1	+2·2	+3·1	+0·8	+2·3
Mean for whole of India .	+0·7	+0·6	+1·1	+2·0	+1·9	+1·4	+0·4	+1·2

The recovery of temperature which had commenced last week was maintained, and the mean temperature of the whole of India was above the normal throughout the week. The excess was greatest on the 1st and 2nd May, when it was about 2°. The provincial variations show that in North-Eastern India, where there occurred a good deal of heavy rainfall during the week, the mean temperature was steadily low throughout, but that in all the other parts of the country the mean was on nearly all days excessive. The heat, relatively to the average, as well as absolutely, was greatest in the Punjab, Sind, and Rajputana. On the 30th April and the 1st and 3rd of May, the abnormal heat was very great in the Madras Coast districts.

The highest maxima reported on each day were—

On the 28th April 115·2° at Jacobabad.

„ 29th „ 113·7° „ „ and Hyderabad.

„ 30th „ 115·6° „ „

„ 1st May 118·0° „ „

„ 2nd „ 117·1° „ „

„ 3rd „ 112·7° „ Nagpur.

„ 4th „ 115·6° „ Jacobabad.

With the single exception of the 3rd, when there occurred a considerable and sudden fall of temperature in the Punjab and Upper Sind, and considerable rise in the Central Provinces, the maximum temperature for the whole of India has been steadily reported from Sind, and the maxima there have varied from 113·7° on the 29th to 118° on the 1st.

**Rain.**—The rainfall of the week under review has been much less generally distributed than was the case with the rainfall of the two preceding weeks, while, on the contrary, it has been very much heavier in certain districts during the

present than during the past weeks. It will be remembered that, over the greater part of the country and during most of the present week, dry hot westerly and north-westerly winds prevailed. These winds carried very little moisture, and where they blew the weather was dry. These winds fell lighter towards the close of the week, winds from other directions sprang up, conditions favourable for local storms were developed, and scattered thundershowers occurred. This account explains the rainfall conditions exhibited in the first column of the concluding table. Over the whole country, except North-Eastern India, the rainfall is light and scattered, such as would be received during the occurrence of small local storms, or altogether wanting where these storms had been absent and where the dry winds had prevailed uninterruptedly. In North-Eastern India conditions were the opposite of those just described. The dry westerly winds never penetrated into this region, which had, on the contrary, strong southerly winds from the Bay. These winds brought up much moisture, and the rainfall was general throughout the whole of North-Eastern India, and was heavy and continuous in some parts.

The table shows that absolutely no rain was received in twenty-one divisions, and practically none in eight more. These twenty-nine divisions included Bihar (South), most of the North-Western Provinces, and all the Punjab divisions, the greater part of the Peninsula, and the whole of the central parts of the country, while all over North-Eastern India moderate to heavy rain was received. The heaviest average actual fall was 11.41 inches in Assam (Surma), followed by 5.00 inches in East Bengal, and by nearly 2 inches in North Bengal. The third column of the table shows that the rainfall of the week was in excess of the normal in Central Burma, in East, Deltaic and North Bengal, in Assam (Surma), in Orissa, in Chota Nagpur, in Bihar (North), in the North-Western Provinces (East and Submontane), in Oudh (North), and in the East Coast (North). In all other places the rainfall was short of the average. The excess was as much as 6.56 inches in Assam (Surma) and 2.66 inches in East Bengal, while the largest deficiency was about 1 inch in Tenasserim, Malabar, and Coorg. In Burma most of the rainfall of the week fell during the first two days, in Assam and East Bengal rainfall occurred practically daily, and elsewhere most of the rain fell on the last two days.

The columns giving the total actual and normal rainfall for the period March 3rd to May 4th show that the seasonal rainfall equals or exceeds the normal over the greater part of the country. The only important instances of defect are found in Assam (Brahmaputra), Bihar (North), the Punjab (South), Khandesh, Kathiawar, and the East Coast (South).

The following heavy total falls during the week are reported: Fenny (Noakhalli) 7.27 inches, Nasimagar (Tipperah) 14.60 inches, Naraingunj (Dacca) 7.44 inches, Karimgunj (Sylhet) 15.39 inches, Silchar 14.14 inches, Cherrapunji 14.39 inches, Magurah (Jessore) 7.37 inches, Jalpaiguri 3.45 inches, Mozufferpore 4.79 inches, Badaun 3.57 inches, Moyisandra (Tumkur) 2.95 inches, Nassapatam (Vizagapatam) 3.24 inches.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 4TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO MAY 4TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 4th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	0.74	1.79	- 1.05	4.19	4.99	- 16
	Lower Burma . . . . .	0.43	0.48	- 0.05	2.63	1.87	+ 41
	Central Burma . . . . .	0.77	0.44	+ 0.33	2.87	1.81	+ 58
	Upper Burma . . . . .	0.31	?	?	2.18	?	?
	Arakan . . . . .	0.98	1.61	- 0.63	5.26	3.19	+ 65
BENGAL AND ASSAM	Eastern Bengal . . . . .	5.00	2.34	+ 2.66	8.18	7.88	+ 3
	Assam (Surma) . . . . .	11.41	4.85	+ 6.56	23.47	26.45	- 11
	Do. (Brahmaputra) . . . . .	2.23	2.86	- 0.63	8.29	13.07	- 37
	Deltaic Bengal . . . . .	2.64	1.55	+ 1.09	5.11	5.38	- 5
	Central Bengal . . . . .	0.69	0.93	- 0.24	3.36	3.04	+ 11
	North Bengal . . . . .	1.98	1.63	+ 0.35	5.91	6.17	- 4
	Orissa . . . . .	1.09	0.57	+ 0.52	5.38	2.92	+ 84
	Chota Nagpur . . . . .	0.67	0.33	+ 0.34	3.92	1.70	+ 131
	Bihar (South) . . . . .	0.09	0.21	- 0.12	0.61	0.76	- 20
	Do. (North) . . . . .	0.73	0.54	+ 0.19	1.04	1.59	- 35
NORTH-WESTERN PROVINCES AND ODH.	North-Western Provinces (East)	0.07	0.03	+ 0.04	0.46	0.37	+ 27
	Do. (Submontane) (a)	0.31	0.10	+ 0.21	1.02	0.59	+ 73
	Oudh (South) . . . . .	0.01	0.05	- 0.04	0.54	0.48	+ 13
	Do. (North) . . . . .	0.22	0.06	+ 0.16	0.85	0.65	+ 31
	North-Western Provinces (Central).	0	0.02	- 0.02	0.43	0.40	+ 8
	North-Western Provinces (West).	0	0.04	- 0.04	0.53	0.55	- 4
	North-Western Provinces (Submontane). (b)	0.34	0.16	+ 0.18	1.76	1.70	+ 4
PUNJAB	Punjab (South) . . . . .	0	0.03	- 0.03	0.51	0.78	- 35
	Do. (Central) . . . . .	0	0.04	- 0.04	0.60	0.77	- 22
	Do. (Submontane) . . . . .	0	0.08	- 0.08	1.25	1.56	- 20
	Do. (Hill Districts) . . . . .	0.01	0.32	- 0.31	3.47	4.61	- 25
	Do. (North-West) . . . . .	0.02	0.16	- 0.14	4.15	3.19	+ 30
	Do. (West) . . . . .	0	0.04	- 0.04	1.82	1.10	+ 65
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	0.02	1.02	- 1.00	5.54	4.50	+ 23
	Madras (South Central) . . . . .	0.06	0.93	- 0.87	3.86	3.75	+ 3
	Coorg . . . . .	0.03	1.08	- 1.05	5.80	4.07	+ 42
	Mysore . . . . .	0.33	0.69	- 0.36	3.53	2.10	+ 68
	Konkan . . . . .	0	0.09	- 0.09	0.55	0.30	+ 83
	Bombay Deccan . . . . .	0	0.23	- 0.23	1.37	1.13	+ 21
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh . . . . .	0	0.02	- 0.02	0.11	0.18	- 39
CENTRAL PROVINCES AND BERAR.	Berar . . . . .	0	0.02	- 0.02	0.65	0.40	+ 63
	Central Provinces (West) . . . . .	0	0.06	- 0.06	1.01	0.52	+ 94
	Ditto (Central) . . . . .	0	0.08	- 0.08	1.66	0.83	+ 100
	Ditto (East) . . . . .	0	0.12	- 0.12	1.76	1.24	+ 42
BOMBAY (NORTH)	Gujarat . . . . .	0	0	0	0.02	0.01	+ 100
	Kathiawar . . . . .	0	0	0	0	0.22	- 100
	Sind . . . . .	0	0.02	- 0.02	0.59	0.38	+ 55
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East) . . . . .	0	0.02	- 0.02	0.78	0.22	+ 255
	Rajputana (East), Central India (West).	0	0.03	- 0.03	0.57	0.25	+ 128
	Rajputana (West) . . . . .	0	0.07	- 0.07	0.36	0.18	+ 100
MADRAS	East Coast (North) . . . . .	0.39	0.29	+ 0.10	1.82	1.31	+ 39
	Ditto (ditto) (a) . . . . .	0.30	0.35	- 0.05	1.60	2.13	- 25
	Hyderabad (South) . . . . .	0	0.14	- 0.14	1.54	1.31	+ 17
	Madras (Central) . . . . .	0.24	0.33	- 0.09	1.50	0.87	+ 72
	East Coast (Central) . . . . .	0.12	0.18	- 0.06	0.70	0.67	+ 5
	Ditto (South) . . . . .	0	0.71	- 0.71	0.96	1.58	- 39
	Madras (South) . . . . .	0.15	0.52	- 0.37	4.11	3.11	+ 32

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B

SIMLA, 9th May 1895.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 4th May.*—Scattered showers have fallen in the Circars, Deccan, and Southern districts. Irrigation supplies are seasonable. Cultivation and sowing are proceeding in parts. The standing crops generally are in good condition. Some harvest is still going on with fair yield. Pasture is scarce, but fodder is available, and cattle are in good condition. Prices are almost stationary, but are slightly easier in the Deccan, Central, and some of the Southern districts.

**Bombay.**—*For week ending 8th May.*—Slight rain in parts of Sholapur, Belgaum, and Dharwar. The standing crops are good, except in parts of Karachi, where they are injured by blight or insects. Reaping of the late crops continues in parts of five districts. Preparations for the next season are general. Sowing is progressing in one taluka of Sholapur. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of Sholapur.

**Bengal.**—*For week ending 6th May.*—There was rain over the whole Province during the week, the heaviest falls being in Eastern and Central Bengal. Agricultural prospects are generally favourable. Ploughing is now in progress in most districts, and the early rice and jute are being sown. Indigo and sugarcane are doing well. The harvesting of spring rice in Orissa is finished, but in other districts it is still proceeding. In Behar mangoes have been slightly injured by storms. The fodder-supply at Giridi is still reported to be scanty. The price of common rice is steady.

**North-Western Provinces and Oudh.**—*For week ending 8th May.*—Weather generally seasonable, but stormy and rainy, and unusually cool in a few districts. Irrigation of sugarcane and extra crops is progressing. Threshing and winnowing of the spring crops are still going on. Supplies are ample. Fodder is still insufficient in Fyzabad. Prices are slightly above normal in Allahabad, Moradabad, and Meerut; elsewhere prices are stationary.

**Punjab.**—*For week ending 8th May.*—No rain during the week. Harvesting of the spring crops is going on. Sowings of the extra spring crops are nearly over. Ploughings for and sowings of the autumn crops have commenced. The irrigation of sugarcane and cotton has also commenced in Jullundur. The standing crops are generally said to be in good condition. The outturn of the spring crops is reported good to average. A flight of locusts passed through one tahsil of Dera Ismail Khan from west to east, but no damage is reported. Cattle are generally in good condition, and fodder is sufficient in all districts, except in part of Lahore. Prices are rising in Peshawar; normal in Delhi and Umballa; elsewhere prices continue low.

**Central Provinces.**—*For week ending 8th May.*—Weather very warm and generally clear. Land is being ploughed for the autumn sowings in the south and in the east. Threshing of the winter crops is approaching completion in some districts. Prices have slightly risen in Damoh and continue above normal in Seoni. Importations in Damoh continue.

**Burma.**—*For week ending 27th April.*—In Lower Burma the reaping of dry-weather paddy has been completed in Amherst. In Upper Burma transplanting of dry-weather paddy is nearly finished. Cultivation of early wet-weather paddy is in progress. Reaping of miscellaneous crops is in progress. In the Myinmyu sub-division of the Sagaing district the dry-weather paddy has been



slightly damaged by rain, as also tobacco in the Sagaing sub-division. Crop prospects are generally good. The price of paddy has risen considerably in Thongwa and Bassein and slightly in Henzada; elsewhere the price is stationary.

*For week ending 4th May.*—In some districts of Upper Burma the dry-weather paddy has been reaped; in others it is still being transplanted. Cultivation of early wet-weather paddy is progressing in Mandalay and Kyaukse. In Sagaing dry-weather paddy is slightly damaged by insects and heavy rain, and in the Mingin sub-division of Upper Chindwin this crop has been destroyed by heavy rain. The wheat, dry-weather paddy, pea, gram, and bean crops have failed entirely in three circles of the Salin township of the Minbu district; elsewhere crop prospects are good. The price of paddy has risen largely in Tharrawaddy, considerably in Rangoon, Pegu, Bassein, Magwe, and Kyaukse, slightly in Prome, Thongwa, Shwegyin, and Tounghoo, but has fallen slightly in Tavoy.

**Assam.**—*For week ending 7th May.*—Weather seasonable. Sowing of the early rice continues. The condition of cattle is indifferent. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 8th May.*—MYSORE: Rain has fallen in all districts. The standing crops are in good condition. Ploughing operations continue throughout the Kolar district. Prospects are good. Prices have risen in Bangalore and fallen in Mysore.

COORG: Rainfall moderate. Ploughing of rice fields has commenced in some parts of Coorg. Fodder and water for cattle are sufficient. Prices are normal.

**Berar and Hyderabad.**—*For week ending 8th May.*—BERAR: Weather warm and clear. Land is being prepared for the ensuing rain crop. Fodder and water are sufficient for requirements. Prices have risen in two districts and fallen in one, but are stationary elsewhere.

HYDERABAD: Rainfall moderate. The weather is warm and indicates storms. The hot-weather crops have been harvested. Land is being manured in the Western division for the coming monsoon. The water-supply is sufficient. Fodder is somewhat scarce in Aurangabad. Prices are normal.

**Central India.**—*For week ending 8th May.*—No rain during the week. Harvesting of the winter crops is completed in Bundelkhand, Western Malwa and Gwalior, but is in progress in other Agencies. The probable outturn is below average in one district of Gwalior, and in Bhopal and Bundelkhand, but is good elsewhere. Agricultural stock in good condition in all Agencies, except in some parts of Gwalior and Bhopal. Pasturage is good and sufficient in all Agencies, except in a few districts of Gwalior. Prices of food-grains are high in Bhopal and Goona, rising in one district of Gwalior, low in another district, but normal elsewhere.

**Rajputana.**—*For week ending 8th May.*—Rainfall moderate in Bikanir. Agricultural operations are satisfactory. Reaping and threshing continue. The standing crops, prospects, and agricultural stock are generally good. Fodder is sufficient, but is failing in Dholepore. Prices are rising in two States, but are steady elsewhere.

**Kashmir.**—*For week ending 7th May.*—KASHMIR VALLEY: Rainfall moderate. The weather is now fine. The oil-seeds crops are generally in excellent condition. Land is being prepared for rice cultivation. Prices continue normal.

JAMMU PROVINCE: *For week ending 8th May.*—No rain. Reaping of the spring crops is in progress. Prices are stationary.

**Nepal.**—*For week ending 4th May.*—Weather cloudy. Sowing of early rice and Indian-corn is progressing. The land has been prepared for cultivation. The wheat crop is ripe; reaping has commenced.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

No.  $\frac{8}{26-13}$ .

*Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Geology and Minerals), dated 7th May, 1895.*

Read again—

1. The Report of the Inspector of Mines in India for the year ending 30th June 1894, and the following correspondence connected therewith.
2. Letter No. 769-94, dated 9th July 1894, from the Acting Secretary, Bengal Chamber of Commerce, addressed to the Government of India in the Legislative Department.
3. Despatch from the Government of India, to Her Majesty's Secretary of State for India, No. 63—13-24 (Minerals), dated 24th October 1894.
4. Telegram from Her Majesty's Secretary of State for India, to the Government of India, dated 4th December 1894.
5. Letter to the Government of Bengal, No. 3747—13-32, dated 22nd December 1894.
6. Telegram to the Government of Bengal, No. 1122—26-7, dated 23rd April 1895.
7. Letter from the Government of Bengal, No.  $\frac{14-T.}{\text{Marine}}$ , dated 30th April 1895.

## RESOLUTION.

Towards the end of 1893 the Secretary of State, at the request of the Government of India, sent out from England an expert to fill the appointment of Inspector of Mines, one of whose principal duties was to advise the Government of India on the subject of that regulation and control of the mining industry which, it was acknowledged, could not long be delayed. The report cited in the preamble to this Resolution represents the results of six months' inspection by Mr. Grundy, the expert in question, and embodies his proposals for the regulation of mines in India.

2. The inspections upon which these proposals are based have been confined to coal-mines in Bengal; and with regard to two major questions, the decision of which must largely depend upon the social and industrial habits of the people, the Governor-General in Council will await Mr. Grundy's matured conclusions, based upon a wider experience of the country generally, of mines other than coal-mines, and of a mining population other than the non-Aryan Sonthals and Bauris. These questions are, the prohibition of underground labour by females, and restrictions upon the employment of children. But it is abundantly clear from Mr. Grundy's report that there are many matters common to mines in all parts of the world, regarding which authoritative regulation is already needed for the protection of the mining population, and will become more and more necessary as existing mines develop. This, it is believed, will be admitted even by those whose interests are most closely concerned; and in respect of these matters there is every reason why action should not be delayed.

3. His Excellency in Council is anxious to associate with him in the consideration of this important question, and to carry with him in the conclusions to be arrived at, those who are concerned in the mining industry of the country,



and who will be immediately affected by the proposed regulations. He has therefore decided, with the approval of Her Majesty's Secretary of State, to refer the matter for consideration to a Committee on which the Bengal Chamber of Commerce, the Indian Mining Association, and the native owners of coal-mines will be represented. Mr. William Miller, Manager of the Equitable Coal Company's Works at Barrakur, Mr. Ernest Cable of the Firm of Messrs. Bird & Co., and Kumar Dakhineswar Malia have been nominated to represent their interests respectively. Mr. Grundy has been appointed a Member of the Committee by the Government of India, and Mr. H. C. Williams, I.C.S., has been selected for the office of President.

4. The Committee will meet towards the end of May under the direction of the Bengal Government. Its duty will be to consider and advise upon the regulation by Government of mines in India. It should frame, for the approval of Government, general rules which will be applicable to all mines without distinction, and also special skeleton rules which will be applied to individual mines or groups of mines, the details being filled in subsequently with reference to the special circumstances of each case. It should also specify the matters regarding which it considers legislation to be desirable, and the provisions which it would suggest under each head. In framing its recommendations, it should bear in mind, as the objects to be aimed at, *firstly* to afford full protection to the mining population in all matters in which they have a reasonable claim to protection; *secondly*, to limit interference as far as may be possible consistently with the attainment of that object; and *thirdly*, to pay due regard to the interests and possibilities of small mines and of native owners.

5. In pages 28 to 30 of his report, Mr. Grundy enumerates the headings under which he suggests that regulation will be advisable. The Government of India are not sure that Mr. Grundy's list does not include some minor matters which may safely be left alone for the present. The following appear to them to be the more important matters regarding which regulation is undoubtedly called for: the qualifications of Managers and Assistant Managers, plans of mines, standing water, ventilation, lighting, fire-damp, shafts and outlets, the fencing of shafts and machinery, report and classification of accidents, the securing of roofs, and the powers of Inspectors. But they have no desire to fetter the discretion of the Committee, to whose consideration they refer the general question.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded (i) to the Government of Bengal for information and the issue of the necessary orders; and (ii) to the Director, Geological Survey of India, for information and communication to the Inspector of Mines in India.

Ordered also, that a copy of the Resolution be forwarded to the Secretary to the Bengal Chamber of Commerce and to the Secretary to the Indian Mining Association, in continuation of letter No. <sup>3706</sup>/<sub>3707</sub>, dated 18th December 1894.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India*.

[True Extract.]

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 28TH APRIL 1894, AND FROM 1ST JANUARY TO 27TH APRIL 1895.**

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 28TH APRIL 1894.				WEEK ENDING 27TH APRIL 1895.				Earnings from 1st January to 28th April 1894.	Earnings from 1st January to 27th April 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
<b>State lines worked by companies.</b>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>		
<i>Standard gauge—</i>													
East Indian . . . . .	655	1,683	12,18,977	724	1,687	12,45,416	738	1,91,96,610	1,38,65,261	...	...	...	3,31,349
Bengal-Nagpur . . . . .	189	862	1,74,501	203	862	1,62,715	189	30,83,722	30,69,629	...	...	...	14,093
Indian Midland (a) . . . . .	162	752	1,47,317	196	752	1,10,310	147	21,10,836	18,20,035	...	...	...	2,90,801
Bezwada extension . . . . .	108	21	2,275	108	21	2,387	114	36,635	49,463	12,828	...	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b) . . . . .	324	1,719	6,63,226	385	1,790	5,91,020	330	92,44,532	91,52,914	...	...	...	91,618
Palampur-Deesa . . . . .	47	17	895	53	17	1,610	95	13,649	16,764	...	...	...	...
South Indian . . . . .	143	1,042	1,53,215	147	1,042	1,64,317	158	23,38,831	27,03,797	3,64,966	...	...	...
Mayavaram-Mutpet . . . . .	61	54	3,203	61	54	3,923	73	(c) 10,525	66,294	...	...	...	...
Southern Mahratta (d) . . . . .	115	1,165	1,50,266	134	1,165	1,68,700	145	21,14,322	22,95,414	1,81,092	...	...	...
Bengal and North-Western (e) . . . . .	162	756	1,50,165	199	756	1,30,650	181	20,34,877	21,16,786	81,909	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	231	19,628	85	231	21,453	93	3,54,017	3,53,283	...	...	...	734
<b>TOTAL</b>	286	8,302	26,89,758	324	8,377	26,08,501	311	4,05,38,551	4,05,09,640	...	...	...	28,916
<b>State lines worked by the State.</b>													
<i>Standard gauge—</i>													
North Western (state) (f) . . . . .	255	2,507	6,13,201	245	2,511	6,68,682	266	1,10,09,241	1,17,32,902	7,23,661	...	...	...
Oudh and Rohilkhand (state) . . . . .	287	741	2,42,663	327	797	2,10,685	264	35,97,271	28,76,347	2,79,076	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	2,42,489	298	813	2,16,890	267	40,06,168	43,49,454	3,43,286	...	...	...
Bengal Central (g) . . . . .	126	125	15,726	126	125	16,630	133	2,60,814	2,88,750	27,936	...	...	...
East Coast (state) . . . . .	107	266	33,316	125	397	72,053	181	4,35,977	6,18,783	1,82,806	...	...	...
<i>Metre gauge—</i>													
Burma (state) . . . . .	199	730	1,14,448	157	746	1,43,746	193	27,09,394	27,67,505	58,111	...	...	...
<i>Special gauges—</i>													
Jorhat (state provincial) . . . . .	44	28	910	33	28	1,233	44	18,626	20,392	1,766	...	...	...
Cherra-Companyganj (state provincial) . . . . .	60	8	545	68	8	531	66	7,861	10,035	2,174	...	...	...
<b>TOTAL</b>	244	5,218	12,63,298	242	5,425	13,30,450	245	2,20,45,352	2,36,64,168	16,18,816	...	...	...
<b>Lines worked by guaranteed companies.</b>													
<i>Standard gauge—</i>													
Great Indian Peninsula (h) . . . . .	596	1,490	9,27,467	622	1,490	7,50,595	504	1,61,07,191	1,32,13,294	...	...	...	28,93,897
Bombay, Baroda and Central India . . . . .	801	461	4,82,246	1,046	461	5,07,000	1,100	59,89,586	63,75,160	3,85,580	...	...	...
Madras . . . . .	237	840	2,00,282	238	840	2,04,898	244	32,85,553	36,05,647	3,20,112	...	...	...
<b>TOTAL</b>	522	2,791	16,09,925	577	2,791	14,62,493	524	2,53,82,306	2,31,94,101	...	...	...	21,88,205
<b>TOTAL (GUARANTEED AND STATE)</b>	313	16,311	55,63,051	341	16,591	54,01,444	326	8,79,66,214	8,73,67,909	...	...	...	5,98,305
<b>Assisted companies.</b>													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka . . . . .	167	161	26,464	164	161	27,554	171	5,03,965	4,76,360	...	...	...	27,405
Tarkessur . . . . .	308	22	6,651	302	22	5,907	268	1,21,931	1,19,899	...	...	...	2,032
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section) . . . . .	149	67	9,863	147	66	7,833	110	1,68,901	1,17,602	...	...	...	51,209
Bengal Doonars . . . . .	80	32	1,648	51	36	3,740	104	35,519	47,760	12,241	...	...	...
Dibru-Sadiya . . . . .	133	78	12,230	157	78	10,879	139	1,84,287	1,98,519	14,232	...	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan . . . . .	232	51	12,834	232	51	13,997	274	1,80,599	1,97,186	16,587	...	...	...
<b>TOTAL</b>	166	411	69,690	170	414	69,910	169	11,95,202	11,57,616	...	...	...	37,586
<b>Lines owned by native states and worked by other agencies.</b>													
<i>Standard gauge—</i>													
The Nizam's guaranteed state . . . . .	185	333	75,421	226	333	60,259	181	9,83,770	11,39,484	1,55,714	...	...	...
The Gaekwar's Petlad . . . . .	112	13	1,740	134	13	1,170	90	23,454	22,840	...	...	...	614
Rajputana-Bhatinda . . . . .	192	108	15,861	147	108	18,656	173	2,77,839	5,44,977	2,67,138	...	...	...
Kolar Gold-fields . . . . .	306	...	...	...	10	2,548	255	...	39,307	39,307	...	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (i) . . . . .	88	362	34,297	95	362	34,401	95	5,13,728	5,55,690	41,962	...	...	...
The Gaekwar's Mehsana . . . . .	98	93	9,091	98	93	8,180	88	1,57,972	1,28,236	...	...	...	29,736
Kolhapur . . . . .	92	29	3,324	115	29	2,165	75	47,409	40,203	...	...	...	7,206
<i>Special gauge—</i>													
The Gaekwar's Dabhoi . . . . .	81	72	6,046	84	72	5,170	72	1,92,050	75,843	...	...	...	26,207
Cooch Behar . . . . .	30	22	886	40	22	590	27	10,450	19,617	9,167	...	...	...
<b>TOTAL</b>	130	1,032	1,46,666	142	1,042	1,33,139	128	21,16,672	25,66,197	4,49,525	...	...	...
<b>Lines owned and worked by native states.</b>													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	131	334	55,294	166	334	60,654	182	7,66,856	7,20,884	...	...	...	45,972
Jetalsar-Rajkot . . . . .	68	46	4,349	95	46	4,467	97	53,201	60,772	7,571	...	...	...
Jodhpur-Bikaner . . . . .	75	364	26,826	74	364	20,740	57	4,71,971	3,70,776	...	...	...	1,01,195
<i>Special gauge—</i>													
Morvi . . . . .	75	94	7,620	81	94	10,547	112	1,11,234	1,16,405	5,171	...	...	...
<b>TOTAL</b>	97	838	94,089	112	838	96,408	115	14,03,262	12,68,837	...	...	...	...
<b>GRAND TOTAL</b>	290	18,592	58,73,496	316	18,887	57,00,901	302	9,26,81,350	9,23,60,559	...	...	...	3,20,771

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Co. ...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd to 28th April 1894.

(d) Includes the Guntakal Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. III of 1895-96.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.													
	Average earnings per mile per week in 1893-94.	WEEK ENDING 28TH APRIL 1894.				WEEK ENDING 27TH APRIL 1895.				Earnings from 1st to 28th April 1894.	Earnings from 1st to 27th April 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
State lines worked by companies.													
Standard gauge—													
East Indian	602	1,683	12,18,977	724	1,687	12,45,416	738	46,43,352	45,38,586	...	1,04,766		
Bengal-Nagpur	149	862	1,74,501	202	862	1,02,715	189	7,20,425	6,21,194	...	1,05,231		
Indian Midland (a)	132	752	1,47,317	196	752	1,10,310	147	5,56,687	3,89,559	...	1,67,128		
Bezawada Extension	95	21	2,275	108	21	2,387	114	10,246	10,661	415	...		
Metre gauge—													
Rajputana-Malwa (b)	261	1,719	6,63,226	386	1,790	5,91,020	330	23,60,826	20,90,536	...	2,70,290		
Pālanpur-Deesa	41	17	895	53	17	1,610	95	3,802	5,043	...	1,534		
South Indian	144	1,042	1,53,215	147	1,042	1,64,317	158	5,96,862	6,57,172	60,310	...		
Máyavaram-Mutpet	...	54	3,293	61	54	3,923	73	(c) 10,525	18,765	8,240	...		
Southern Mahratta (d)	100	1,165	1,50,266	134	1,165	1,68,700	145	5,68,641	6,15,734	47,693	...		
Bengal and North-Western (e)	132	756	1,50,165	199	756	1,36,650	181	5,83,578	5,06,819	...	76,759		
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	19,628	85	231	21,453	93	91,031	77,137	...	13,894		
TOTAL													
250	8,302	26,89,758	324	8,377	26,08,501	311	1,01,51,682	95,31,206	...	6,20,476			
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	232	2,507	6,13,201	245	2,511	6,68,682	266	26,82,113	29,06,819	2,24,706	...		
Oudh and Rohilkhand (state)	242	741	2,42,663	327	797	2,10,685	264	9,71,900	7,63,768	...	2,08,132		
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	813	2,42,489	298	813	2,16,890	267	8,15,455	8,52,260	36,805	...		
Bengal Central (g)	120	125	15,726	126	125	16,630	133	59,977	63,636	3,679	...		
East Coast (state)	71	266	33,316	125	397	72,053	181	1,12,312	1,72,770	60,458	...		
Metre gauge—													
Burma (state)	171	730	1,14,448	157	746	1,43,746	193	4,93,490	5,23,678	30,188	...		
Special gauges—													
Jorhat (state provincial)	49	28	910	33	28	1,233	44	4,234	4,119	...	115		
Cherra-Companyganj (state provincial)	54	8	545	68	8	531	66	1,890	2,069	179	...		
TOTAL													
226	5,218	12,63,298	242	5,425	13,30,450	245	51,41,371	52,89,139	1,47,768	...			
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	510	1,490	9,27,467	622	1,490	7,50,595	504	38,55,868	29,77,880	...	8,77,988		
Bombay, Baroda and Central India	638	461	4,82,246	1,046	461	5,07,000	1,100	17,37,582	18,39,429	1,01,847	...		
Madras	238	840	2,00,282	238	840	2,04,898	244	7,56,910	8,05,620	48,710	...		
TOTAL													
440	2,791	16,09,995	577	2,791	14,62,493	524	63,50,360	56,22,929	...	7,27,431			
TOTAL (GUARANTEED AND STATE).													
277	16,311	55,63,051	341	16,593	54,01,444	326	2,16,43,413	2,04,43,274	...	12,00,139			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	148	161	26,464	164	161	27,554	171	1,79,849	1,15,872	...	63,977		
Metre gauge—													
Tarkessur	253	22	6,651	302	22	5,907	268	36,961	33,379	...	3,582		
Rohilkund and Kumaon (Company's section)	137	67	9,863	147	66	7,833	119	44,400	36,911	...	7,489		
Bengal Doorgs	77	32	1,648	51	36	3,740	104	6,818	10,747	3,929	...		
Dibru-Sadiya	130	78	12,230	157	78	10,879	139	45,821	43,915	...	1,906		
Special gauge—													
Darjeeling-Himalayan	238	51	12,834	252	51	13,997	274	48,557	50,689	2,132	...		
TOTAL													
155	411	69,690	170	414	69,910	169	3,62,406	2,91,513	...	70,893			
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	75,421	226	333	60,259	181	2,56,264	2,72,181	15,917	...		
The Gaekwar's Pettād	92	13	1,740	134	13	1,170	90	6,932	5,513	...	1,419		
Rājputra-Bhātinda	129	108	15,861	147	108	18,656	173	63,444	67,407	3,963	...		
Kolar Gold-fields	...	...	...	...	10	2,548	255	...	7,583	...	...		
Metre gauge—													
Southern Mahratta (Mysore section) (i)	95	362	34,297	95	362	34,401	95	1,72,423	1,30,576	8,153	...		
The Gaekwar's Mehsāna	75	93	9,091	98	93	8,180	88	38,393	30,177	...	8,216		
Kolhapur	77	29	3,324	115	29	2,165	75	16,890	11,252	...	5,638		
Special gauges—													
The Gaekwar's Dabhoi	67	72	6,046	84	72	5,170	72	29,327	24,766	...	4,561		
Cooch Behar	20	22	886	40	22	590	27	3,789	2,977	...	812		
TOTAL													
114	1,032	1,46,666	142	1,042	1,33,139	128	5,37,462	5,52,432	14,970	...			
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgarh-Portbandar	118	334	55,294	166	334	60,654	182	2,12,541	2,10,585	...	1,956		
Metalsar-Rājkot	60	46	4,349	95	46	4,167	97	14,652	16,234	1,582	...		
odhpur-Bickaneer	54	364	26,826	74	364	20,740	57	1,16,138	80,233	...	35,905		
Special gauge—													
forvi	67	94	7,620	81	94	10,547	112	25,815	32,110	6,295	...		
TOTAL													
81	838	94,089	112	838	66,408	115	3,69,146	3,39,162	...	29,984			
GRAND TOTAL													
256	18,592	58,73,496	316	18,887	57,00,901	302	2,29,12,427	2,16,26,381	...	12,86,046			

\* Figures for 1894-95 are not yet available.  
† Includes the following lines:

\* Figures for 1894-95 are not yet available.

a) Includes the Bhopal-Itarsi railway.

b) Includes the Godhra-Rutlam railway.

c) Total earnings from 2nd to 28th April 1894.

d) Includes the Guntakal-Mysore frontier section.

e) Includes the Tirhoot state railway. Although for convenience this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khimgaon, and Amraoti railways.

(i) Includes the Mysore-Nizam's Guaranteed State Railway.

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SUPPLEMENT TO  
**The Gazette of India.**

No. 20.]

SIMLA, SATURDAY, MAY 18, 1895.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 11th, 1895.**

During the past week, though the barometer has changed considerably from day to day, the general distribution of pressure has altered very little. Readings have been steadily low over the western desert, over the Central Provinces, and over Upper Burma, while they have been highest in the south of the Bay. Accompanying this steadiness in the distribution of pressure were fairly steady wind directions. Over the Bay the winds were generally southerly, over the Gangetic plain south-easterly and easterly, and over Western India north-westerly and westerly. The force was strong to a gale over a large part of the country, but particularly so on the Sind and Kathiawar coasts, where the wind blew with a high velocity at times. The most marked feature in the weather was the high temperature which prevailed almost everywhere towards the close of the week. This excess of heat was at its maximum on Saturday, the 11th, when the thermometer in North-Western India rose to many degrees above the normal of the time of year. Rain fell on several days over North-Eastern India and the Peninsula, but there was little or none received in North-Western and Central India.

**Daily Summary.—Sunday.**—Pressure was changing irregularly and generally by small amounts. The barometer read highest in Assam, and lowest over the western desert, and above the normal average everywhere. Winds were easterly and south-easterly over the Gangetic plain, westerly to north-westerly over Western India, and variable elsewhere. The mean temperature was in defect of the normal in the North-Western Provinces, in excess over the Punjab, Central India, Gujarat, Sind, and Rajputana, and about normal elsewhere. Rain had fallen in North Bengal, and at a few places in the Peninsula.

*Monday.*—Pressure continued to change irregularly, but was still above the normal average everywhere. The excess was greatest in Northern India. The general distribution was little changed. The wind directions were also practically unaltered. Temperature had very generally fallen. The mean temperature was in excess of the normal in the Punjab, Sind, and Rajputana, in defect in the North-Western and Central Provinces, Burma, and Madras, and about normal elsewhere. Rain had fallen in West Bengal, Burma, and the Peninsula. The rainfall, though not general, was heavy in some places.

*Tuesday.*—Pressure had fallen almost everywhere, but still the general distribution exhibited very little change. Pressure was highest in the south of the Bay, and low over the western desert, the Central Provinces, and Central Burma. Winds were south-easterly over the north of the Gangetic plain, northerly on the west, and southerly on the east side of the Peninsula, and variable elsewhere. The mean temperature was above the normal average over North-Western India and Central India, below in the North-Western Provinces and Madras, and normal in other parts of the country. A little scattered fall was all the rain reported.

*Wednesday.*—Pressure had been nearly steady; hence the general distribution was practically unchanged. The winds were the same as on the preceding day. The mean temperature was normal or excessive. The abnormal excess was greatest in the Punjab, Sind, and Rajputana. Scattered showers of rain were again reported from different parts of the country.

*Thursday.*—The barometer had begun to fall very generally, and the excess of pressure previously prevailing was beginning to disappear. The winds were again practically unchanged. The temperature had, on the whole, risen, and, except in Burma and Madras, exceeded the normal average. Rain had fallen generally in Burma, and locally at Salem, but there had been none elsewhere.

*Friday.*—The barometer was changing by small amounts, and pressure was nearly normal over the greater part of the country. The wind was southerly over the Bay and Bengal, but was variable elsewhere. Temperature had again risen, except in Burma, and the mean temperature was excessive, except in Burma. The abnormal excess was very large in North-Western India. Showers of rain had fallen in Burma and the south of the Peninsula.

*Saturday.*—Barometric readings were high over Assam and the south-east of the Bay, low over Central Burma, over the Central Provinces, and over the Punjab. The winds remained southerly over the Bay and Lower Bengal, and generally variable elsewhere. Temperature had again risen, and the mean temperature remained excessive over all parts of the country, except Burma. Scattered showers of rain had occurred in several parts of the country, but more particularly in Burma and the south of the Peninsula.

**Temperature.**—The following table gives the variation of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	MAY 1895.							Mean variation of week.
	5th	6th	7th	8th	9th	10th	11th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+0.8	—1.4	+0.8	—0.3	—1.1	—2.2	—1.3	—0.7
Bengal and Assam . . . . .	—0.9	—0.5	+0.3	+0.7	+1.6	+3.0	+3.1	+1.0
North-Western Provinces and Oudh . . . . .	—2.3	—3.0	—3.4	—0.8	+1.3	+3.0	+5.7	+0.2
Punjab . . . . .	+3.3	+2.1	+3.7	+5.6	+5.5	+7.7	+8.7	+5.2
Bombay . . . . .	+0.5	+0.1	—0.2	+0.8	+1.1	+2.5	+3.7	+1.2
Central Provinces and Berar . . . . .	+0.8	—1.4	0	+0.9	+1.5	+2.7	+3.1	+1.1
Central India and Gujarat . . . . .	+2.5	+0.6	+0.6	+0.6	+1.4	+2.9	+6.1	+2.1
Sind and Rajputana . . . . .	+1.9	+1.9	+2.6	+3.6	+4.9	+5.8	+6.5	+3.9
Madras . . . . .	—0.4	—3.1	—2.4	—0.8	—0.1	+0.5	+0.9	—0.8
Mean for whole of India . . . . .	+0.7	—0.5	+0.2	+1.1	+1.8	+3.0	+4.1	+1.5



The means for the whole country show that, during the first three days of the week, the temperature was unsteady, there being a slight excess on the 5th, a slight defect on the 6th, and a slight excess again on the 7th. After the last date, however, a decided rise set in, and between the 8th and the 11th the mean temperature rose from  $1.1^{\circ}$  above the normal to  $4.1^{\circ}$  above the normal. The provincial variations show that the mean temperatures of Burma and of Madras for the week were lower than usual, but that in all other provinces the heat was greater than is ordinarily experienced. This was particularly the case over north-western India, comprising the Punjab, Central India, Gujarat, Sind, and Rajputana, where the mean temperature was in excess of the normal throughout the whole week, and where the abnormal excess on the 11th varied between  $6.1^{\circ}$  and  $8.7^{\circ}$ . In the North-Western Provinces the variations of the mean temperature were irregular; thus on the 7th the mean was  $3.4^{\circ}$  below, and on the 11th  $5.7^{\circ}$  above the average.

Exceptionally high day temperatures were recorded towards the close of the week, when in the Indus Valley the readings of the maximum thermometer were from  $10^{\circ}$  to  $12^{\circ}$  above the normal.

The highest maxima reported on each day were—

On May	5th	$117.6^{\circ}$	at Jacobabad.
"	6th	$118.0^{\circ}$	" "
"	7th	$118.5^{\circ}$	" "
"	8th	$119.0^{\circ}$	" "
"	9th	$121.5^{\circ}$	" "
"	10th	$118.5^{\circ}$	" "
"	11th	$119.0^{\circ}$	" "

**Rain.**—During the week under review dust and thunder storms have given rain to all parts of the country, except the centre and north-west, where the weather has either been fine or disturbed only very slightly. The rainfall of the week has been absolutely or practically *nil* in Arakan, Orissa, Oudh, the North-Western Provinces (Central and West divisions), the Punjab (all divisions), the Konkan, Khandesh, Berar, the Central Provinces (West and Central divisions), Gujarat, Kathiawar, Sind, Central India, Rajputana, and Hyderabad (South). In all other parts of the country effective rainfall has been received, the average of the divisions ranging from  $5.43$  inches in Tenasserim and  $4.00$  inches in the East Coast, North, division to  $0.12$  inch in the Central Provinces (East). Even where rain was received, however, the average fall was generally below the normal average. In Tenasserim there was an abnormal excess of  $3.77$  inches, in the East Coast (North) of  $3.55$  inches, in Lower Burma of  $0.37$  inch, in the North-Western Provinces (East) of  $0.12$  inch in Madras (South Central) of  $0.92$  inch, in Mysore of  $0.38$  inch, in Madras (Central) of  $0.08$  inch, in the East Coast (Central) of  $0.14$  inch; and in Madras (South) of  $0.13$  inch. In all the remaining divisions the rainfall was less than the normal. The deficiency was large in Arakan, East Bengal, Assam, Deltaic, Central and North Bengal, Orissa, the Hill districts of the Punjab, and Coorg, but elsewhere, though general, was not very important.

The columns giving the average actual and average normal rainfall for the period, 3rd March to 11th May, show that the seasonal rainfall has been in excess over Tenasserim, Lower and Central Burma, Chota Nagpur, the North-Western Provinces (East and Submontane), the Punjab (North-West and West), Malabar, Madras (South Central), Coorg, Mysore, the Konkan, the Deccan, Berar, the Central Provinces, Sind, Central India, Rajputana, the East Coast (North and Central), Madras (Central), and Madras (South); that it has been normal in Orissa and Hyderabad (South); and that it has been in defect elsewhere. The deficiency is most marked in Gujarat and Kathiawar.

The following heavy total falls of rain during the week are reported: Thaton (Amherst)  $7.48$  inches, Maubin  $4.42$  inches, Myittha (Kyaukse)  $2.03$  inches, Fenny (Noakhalli)  $2.24$  inches, Shillong  $2.61$  inches, Goalundo  $2.00$  inches, Pubna  $2.54$  inches, Bhagatpur (Jalpaiguri)  $3.34$  inches, Zamani (Ghazipur)  $2.40$  inches, Nelamber (Calicut)  $1.75$  inches, Perundurai (Coimbatore)  $4.98$  inches, Chitaldroog  $3.55$  inches, Bobbili (Vizagapatam)  $5.40$  inches, Garravaram (Tistna)  $2.02$  inches, Maunargadi (Tanjore)  $2.82$  inches, Periyakolam (Madura)  $2.52$  inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 11TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO MAY 11TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 11th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	5'43	1'66	+ 3'77	9'62	6'65	+ 45
	Lower Burma . . . . .	1'46	1'09	+ 0'37	3'52	3'30	+ 7
	Central Burma . . . . .	0'13	0'67	- 0'54	2'52	2'33	+ 8
	Upper Burma . . . . .	1'11	?	?	3'19	?	?
	Arakan . . . . .	0	1'97	- 1'97	3'68	5'16	- 29
BENGAL AND ASSAM	Eastern Bengal . . . . .	0'43	2'47	- 2'04	8'78	10'84	- 19
	Assam (Surma) . . . . .	1'32	4'99	- 3'67	24'79	31'43	- 21
	Do. (Brahmaputra) . . . . .	0'19	2'56	- 2'37	8'48	15'63	- 46
	Deltaic Bengal . . . . .	0'24	1'68	- 1'44	5'35	7'06	- 24
	Central Bengal . . . . .	0'41	1'20	- 0'79	3'68	4'38	- 16
	North Bengal . . . . .	0'98	1'80	- 0'82	6'45	8'34	- 23
	Orissa . . . . .	0'04	1'03	- 0'99	3'62	3'61	0
	Chota Nagpur . . . . .	0'54	0'68	- 0'14	4'46	2'38	+ 87
	Bihar (South) . . . . .	0'26	0'36	- 0'10	0'86	1'12	- 23
	Do. (North) . . . . .	0'60	0'77	- 0'17	1'64	2'36	- 31
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0'33	0'21	+ 0'12	0'79	0'58	+ 36
	Do. (Submontane) (a)	0'18	0'38	- 0'20	1'20	0'97	+ 24
	Oudh (South) . . . . .	0'09	0'18	- 0'09	0'63	0'66	- 5
	Do. (North) . . . . .	0'07	0'31	- 0'24	0'92	0'97	- 5
	North-Western Provinces (Central).	0	0'15	- 0'15	0'43	0'55	- 22
	North-Western Provinces (West).	0	0'12	- 0'12	0'53	0'68	- 22
	North-Western Provinces (Submontane) (b)	0'03	0'33	- 0'30	1'79	2'02	- 12
PUNJAB	Punjab (South) . . . . .	0	0'10	- 0'10	0'51	0'88	- 42
	Do. (Central) . . . . .	0	0'14	- 0'14	0'60	0'91	- 34
	Do. (Submontane) . . . . .	0	0'19	- 0'19	1'25	1'75	- 29
	Do. (Hill Districts) . . . . .	0	0'72	- 0'72	3'47	5'33	- 35
	Do. (North-West) . . . . .	0'06	0'32	- 0'26	4'21	3'51	+ 20
	Do. (West) . . . . .	0	0'14	- 0'14	1'82	1'24	+ 47
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	0'40	0'73	- 0'33	5'94	5'23	+ 14
	Madras (South Central) . . . . .	1'68	0'76	+ 0'92	5'54	4'51	+ 22
	Coorg . . . . .	0'51	1'30	- 0'79	6'31	5'37	+ 18
	Mysore . . . . .	0'96	0'58	+ 0'38	4'49	2'68	+ 68
	Konkan . . . . .	0'02	0'12	- 0'10	0'57	0'42	+ 36
	Bombay Deccan . . . . .	0'18	0'23	- 0'05	1'55	1'36	+ 14
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh . . . . .	0'03	0'13	- 0'10	0'13	0'31	- 58
CENTRAL PROVINCES AND BERAR.	Berar . . . . .	0	0'06	- 0'06	0'66	0'47	+ 40
	Central Provinces (West)	0	0'09	- 0'09	1'01	0'61	+ 66
	Ditto (Central)	0'02	0'12	- 0'10	1'67	0'94	+ 78
	Ditto (East)	0'12	0'22	- 0'10	1'88	1'46	+ 29
BOMBAY (NORTH)	Gujarat . . . . .	0	0'04	- 0'04	0'02	0'05	- 60
	Kathiawar . . . . .	0	0'02	- 0'02	0	0'24	- 100
	Sind . . . . .	0	0'01	- 0'01	0'59	0'39	+ 51
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0	0'04	- 0'04	0'78	0'26	+ 200
	Rajputana (East), Central India (West).	0	0'10	- 0'10	0'57	0'35	+ 63
	Rajputana (West) . . . . .	0	0'13	- 0'13	0'36	0'31	+ 16
MADRAS	East Coast (North) . . . . .	1'06	0'44	+ 0'62	2'88	1'75	+ 65
	Ditto (ditto) (a) . . . . .	4'00	0'45	+ 3'55	5'60	2'58	+ 117
	Hyderabad (South) . . . . .	0'04	0'29	- 0'25	1'58	1'60	- 1
	Madras (Central) . . . . .	0'48	0'40	+ 0'08	1'99	1'27	+ 59
	East Coast (Central)	0'49	0'35	+ 0'14	1'19	1'02	+ 17
	Ditto (South) . . . . .	0'44	0'58	- 0'14	1'40	2'17	- 35
	Madras (South) . . . . .	0'70	0'57	+ 0'13	4'81	3'67	+ 31

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SIMLA, 16th May 1895.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 11th May.*—Seasonable showers have fallen almost throughout the Province. The water-supply is sufficient for the season. Cultivation is proceeding generally after the recent rain, and sowing is in progress in parts. The standing crops are in good condition. Some harvest with moderate outturn is still proceeding. Pasture is improving, and fodder is sufficient. Prices are practically stationary.

**Bombay.**—*For week ending 15th May.*—Slight rain in parts of the Deccan and Karnatak. The standing crops are good, except in one taluka of Karachi where they have been injured by the heat. Reaping of the late crops continues in parts of two districts. Preparations for next season are general. Sowing is progressing in parts of two districts. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient, and agricultural stock are in good condition. Prices are normal, except in parts of two districts.

**Bengal.**—*For week ending 13th May.*—There were local showers during the week, but no heavy rain was reported, except in Khulna and Patna. More rain is wanted in parts for ploughing and for the early sowings. The sowing of jute and of early rice still continues. The state of the young sugarcane and indigo crops is good. The harvesting of the spring rice still continues in some districts. The price of common rice is generally reported stationary, but in Chittagong it is said to be rising.

**North-Western Provinces and Oudh.**—*For week ending 15th May.*—The heat is increasing. Occasional storms accompanied with slight rain have occurred in places. Threshing and winnowing of the spring crops is nearly completed. The outturn is reported to be excellent in Meerut, below average in Lucknow, and poor in part of Aligarh. Irrigation of sugarcane, indigo, and extra crops continues. Prospects are generally fair. Markets are well supplied. Fodder is still insufficient in Fyzabad. Prices are generally stationary, but are rising in two districts.

**Punjab.**—*For week ending 15th May.*—No rain. Reaping of the spring crops is nearly over. Threshing operations are in progress. Sowing of the extra spring crops is still going on in parts of Dera Ismail Khan. Ploughings for and sowings of the autumn crops have commenced. The sugarcane and cotton crops are being irrigated. The standing crops are generally reported to be in good condition. Flights of locusts passed through two tahsils of Dera Ismail Khan but did no damage. Cattle are generally in good condition and fodder is sufficient in all districts, except in parts of Lahore and Dera Ismail Khan. Prices are rising in Peshawar, normal in Umballa, and low elsewhere.

**Central Provinces.**—*For week ending 15th May.*—Weather hot and occasionally cloudy with storms in Seoni and Nagpur on the 12th. Land is being prepared for the autumn sowings nearly everywhere. Threshing of the winter crops is almost completed. Prices are steady. Imports into Damoh continue.

**Burma.**—*For week ending 11th May.*—In Upper Burma the reaping of the dry-weather paddy is still in progress. Cultivation of the early wet-weather paddy has commenced in Lower Chindwin and Meiktilla, and ploughing for sesamum in Minbu. Prospects of the standing crops are generally good. The

price of paddy has fallen slightly in Rangoon, Thongwa, and Bassein, risen considerably in Thayetmyo, and slightly in Prome, Magwe, and Myingyan; elsewhere prices are stationary.

**Assam.**—*For week ending 14th May.*—Weather seasonable. Sowing of early rice is progressing. The condition of cattle is indifferent. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 15th May.*—**MYSORE:** Rain has fallen in all districts. The standing crops are in good condition. Ploughing operations have commenced in Bangalore, and are continued throughout the Kadur district. Prospects are good. Prices have slightly risen in three districts.

**COORG:** Rainfall moderate. Ploughing of rice fields continues. Fodder and water for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 15th May.*—**BERAR:** Weather hot and cloudy. Ploughing of fields for the next rain crop continues. Fodder is sufficient. The water-supply is scarce in parts of the Chikhli taluka. Prices are almost stationary.

**HYDERABAD:** Rainfall moderate. The weather betokens storms. The present water-supply is sufficient. Fodder is scarce in Aurangabad. The hot-weather crops are still being harvested in some districts. Prices are normal.

**Central India.**—*For week ending 15th May.*—There was no rain during the week. Agricultural operations are in progress in Goona, but have been completed elsewhere. The probable outturn is good in two Agencies, but below average in four others, and in parts of Gwalior. The condition of agricultural stock is good in all districts, except in Bhopal. Pasturage is good and sufficient, except in the Neemuch district. Prices of food-grains are high in Bhopal and Goona, and rising in one district of Gwalior; elsewhere prices are normal.

**Rajputana.**—*For week ending 15th May.*—Agricultural operations are satisfactory. The crops have been harvested. Land is being prepared for the autumn crops in parts. Crops, prospects, and agricultural stock are generally good. Fodder is sufficient, except in Dholepore where it is failing. Prices have fallen in two States, and are rising in four, but are normal elsewhere.

**Kashmir.**—*For week ending 14th May.*—**KASHMIR VALLEY:** Slight rain during the week. The weather is now fine. The oil-seeds crops are generally in good condition. Land is being prepared for rice cultivation. Prices continue normal.

**JAMMU PROVINCE:** *For week ending 14th May.*—Rainfall slight. Reaping of the standing spring crops is still in progress. Fodder is sufficient. Prices are stationary.

**Nepal.**—*For week ending 11th May.*—Some smart showers have fallen, and the weather continues cloudy. Sowing of Indian-corn has been completed.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

Circular No. 1-P.

*Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture (Inventions and Designs),—dated Calcutta, the 3rd May 1895.*

Read—

The appended report by the Secretary under the Inventions and Designs Act, 1888, on the working of his office, during the year ending 31st December 1894.

RESOLUTION.

The Director of Records to the Government of India was appointed Secretary under the Inventions and Designs Act in January 1894, and held charge of the office throughout the year under report, except during an absence of four months, on medical leave, when his duties were carried on by Surgeon-Lieutenant-Colonel Ranking, Secretary to the Board of Examiners.

2. The Government of India notice with satisfaction the increasing work of the office as an indication of the value placed by the public on the protection afforded to inventors by the Act.

3. The number of references to experts was considerably reduced during the year under review. The subject of these references is still under the consideration of the Government of India.

ORDER.—Ordered, that the above Resolution be forwarded to the Legisla-

Government of Madras.	Chief Commr. of the C. Provinces.	tive Department, and to
" Bombay.	" " Burma.	the Local Governments
" Bengal.	" " Assam.	and Administrations noted
" N.-W. P. and Oudh.	" " Coorg.	in the margin.
" Punjab.	" " Ajmere.	
Resident at Hyderabad.		

Ordered also, that a copy be published in the supplement to the *Gazette of India*.

(True extract.)

DENZIL IBBETSON,

*Offg. Secy. to the Govt. of India*

No. 861-P., dated Calcutta, the 19th March 1895.

From—G. W. FORREST, Esq., Secretary under the Inventions and Designs Act,  
To—The Secretary to the Government of India, Department of Revenue and  
Agriculture.

I have the honour to submit the following report on the working of the Office of the Secretary under the Inventions and Designs Act, 1888, during the year ending 31st December 1894.

2. I assumed charge of the office on the 1st January 1894, and discharged the functions of Secretary under the Act up to the 1st July 1894, when ill-health compelled me to proceed to Europe on four months' medical leave. During my absence Surgeon-Major Ranking, Secretary, Board of Examiners, held charge of the office.

3. Through the courtesy of the Comptroller General of Patents I was enabled, when in England, to pay some visits to the Patent Office for the purpose of gathering knowledge which would be useful in the organisation and administration of the Patent Office in India. My thanks are due to Mr. Webb of the Patent Office for conducting me through every portion of the Patent Office, and having explained to me by the heads of the different branches the working of this great and important department of the State. A great portion of the information which I gathered is too technical for this report, but it will always be of service to me in all work relating to Patents. I had an instructive discussion with some of the high officials connected with the office with regard to the fundamental question whether it is better to adopt the English system of entering into no enquiry as to novelty, or the American system of having a thorough investigation made. In India the Act leaves it discretionary to make an enquiry into novelty, but owing to there being but few competent experts in the country, the exercise of this power must be more or less unsatisfactory. In England the consensus of opinion seems to be that it is better to make no enquiry into novelty. The advantages of the various publications issued by the Patent Office were discussed, and the forms in use and the rules in force were explained. Since my return to India the Patent Office in England has kindly forwarded to me a complete set of the various publications issued by it and copies of its several rules and forms. Some of these might, with advantage, be adapted to India. The time has certainly come when, as is the case in England, a set of rules might be prescribed under the Act for the guidance of the public. At present the only guide is notifications issued from time to time in the Government Gazette. The Act contains much which would be incorporated in the rules, but in the latter it would be put into less technical language and so be more easily understood by the public. The framing of a set of rules for the guidance of the office has for some time been under consideration, and therefore the present appears to be an opportune moment for considering the construction of rules for the guidance of the public.

4. The time has also come when it might be advisable to consider whether it would not be a convenience to the public for the Indian Office to issue an illustrated journal, somewhat similar to the journal issued by the English Patent Office. A journal of this nature might, without much trouble and cost, be issued, if applicants were required, when filing specifications, to also lodge an abridged description and a drawing, on a reduced scale, of their inventions. The trouble



and outlay involved in the issue of a journal of this nature would be amply compensated by the stimulus it would give to inventions. A great portion of the outlay would, in all probability, be recovered, by the sale of the journal. But even if no portion of the cost were recovered the growing prosperity of the Indian Office would justify a small expenditure on a work so useful to the public.

5. As will be observed from the table of statistics appended to this report, the year was marked by a steady improvement in the several branches of business done in the office. Every facility was afforded the public for the inspection of specifications and models, and a few new models were added to the collection in the museum provided for their accommodation.

6. Among the matters of public interest dealt with during the year was a representation from the Society of Patent Agents, London, for the grant of a more formal certificate than that hitherto issued, of the filing of specifications and the acquisition of exclusive privileges. The matter is still under consideration. Steps have also been taken for the issue of rules for the preparation of drawings accompanying applications and specifications. The drawings hitherto filed have been of various sizes and descriptions, and the object of the rules is to secure uniformity in size and other details. This will facilitate the work of examining the drawings with the specifications. The rules have been framed with few restrictions, in order to hamper as little as possible those who are anxious to have their inventions protected.

7. Three applications have been filed during the year under report for the extension of the term of exclusive privilege. One of these was granted for a further period of fourteen years, another was rejected as having been submitted after the prescribed limit of time, and the third has since the close of the year been rejected.

8. The total number of applications for leave to file specifications was the same as the year preceding, *viz.*, three hundred and seventy-five: two hundred and sixty-six of these were granted, thirty-seven refused, and seventy-two remained pending at the close of the year.

9. The number of references to experts was less than the previous year, and amounted to about a third of the number of applications filed. This decrease is due to the present policy of curtailing, as far as possible, the preliminary investigation regarding novelty and utility. The question of novelty and utility is now closely investigated in those cases only in which the invention is likely to affect the interests of the State, or that of the poorer classes who cannot protect themselves. Of the one hundred and thirty-one applications referred to experts, fifty-five were on payment of fees and seventy-six without—twenty-one of the latter, against thirty-one in 1893 having been reported on by the Public Works Department. One hundred and seventy-five of the applications filed were received from residents in India, thirty-two or ten more than the previous year having come from natives. Seven of the latter were refused for want of novelty in the inventions it was sought to have protected.

10. The number of specifications filed during the year was two hundred and ninety-four against two hundred and fifty-three in the year before. These

included twenty-six for matters connected with railways, ten for the pulling of punkahs, ten for the manufacture of tea, eight for the treatment of cotton and other fibres, six for water-lifts, four for the manufacture of indigo, four for sugarcane mills, and three for baling presses.

11. The applications received for the registration of designs were only thirty-eight in number, of which but nine were registered. This was due to the subject of the applications being in some instances inventions, and in others trade marks. In fourteen cases the applications were for the registration of representations of the Hindu gods and goddesses on playing-cards, which, however, were not considered as new and original designs within the meaning of the Act.

12. The Advocate General was consulted in four cases involving points of law.

13. In one hundred and thirty-three cases the exclusive privilege acquired was continued—sixty-four beyond the fourth year, fifty-three beyond the fifth and sixteen beyond the sixth year; this being an increase by fifty-four over the year previous.

14. During the period under report, one hundred and twenty-eight patents lapsed through the non-payment of the fourth year's renewal fee, and twenty through the non-payment of the fee for the fifth year.

15. A marked increase took place in the amount of fees collected, the sum received having stood at Rs. 21,881-6-0 against Rs. 17,057-2-0 in 1893. Of the amount collected, Rs. 60-12-0 were refunded, leaving a net total income of Rs. 21,820-10-0.

16. The several heads of receipt are shown in the annexed table, from which it will be seen that the main items consisted of Rs. 8,810 for specifications, Rs. 6,610 on account of the continuance of exclusive privilege, and Rs. 3,750 for applications.

G. W. FORREST,

*Secretary under the Inventions and Designs Act.*



*Statement showing the working of the Office of the Secretary under the Inventions and Designs Act, V of 1888, during the year 1894 as compared with the years 1892 and 1893.*

		1894.	1893.	1892.
I. Applications for leave to file a specification.	Number of applications filed . Ditto granted . Ditto rejected . Ditto pending .	375 266 37 72	375 261 36 78	336 228 26 8
II. Applications by natives of India.	Number of applications submitted by natives of India.	32	22	22
III. References to experts.	Number of applications referred to experts. (a) on payment of fee . (b) without payment of fee . (b1) to Public Works Department.	131 55 76 21	156 61 95 31	198 53 145 47
IV. Specifications	Number of specifications filed	294	253	305
V. Applications for registration of designs.	Number of applications for registration of designs. Number of designs registered Ditto rejected .	38 9 29	37 26 11	89 76 13
VI. Cases involving law points.	Number of cases referred to Advocate General and Government Solicitor.	4	2	2
VII. Privileges continued.	Number of cases in which exclusive privilege was continued beyond— (a) the fourth year . . . (b) the fifth year . . . (c) the sixth year . . .	64 53 16	69 10 ...	... ... ...
VIII. Privileges lapsed.	Number of cases in which exclusive privilege lapsed through non-payment of— (a) the fourth year's renewal fee. (b) the fifth year's renewal fee.	128 20	144 ...	... ...
IX. Applications for extension of privilege.	Number of applications filed .	30	...	...
		R a.	R a.	R a.
	Applications . . . . .	3,750 0	3,750 0	3,360 0
	Specifications . . . . .	8,810 0	7,590 0	9,150 0
	Extension of time . . . . .	680 0	335 0	80 0
	Continuance of exclusive privilege.	6,610 0	4,300 0	1,400 0
X. Income from fees.	Inspection . . . . .	116 0	82 0	117 0
	Copying . . . . .	530 6	343 2	328 10
	Drawing . . . . .	710 0	202 0	487 0
	Designs . . . . .	380 0	370 0	890 0
	Amended specifications . . . . .	40 0	80 0	40 0
	Extension of term of exclusive privilege.	250 0	...	...
	Miscellaneous . . . . .	5 0	5 c	...
	Total . . . . .	21,881 6	17,057 2	15,852 10
	Refunds drawn from the Bank of Bengal during 1894.	60 12	5 0	147 4
	NET TOTAL INCOME . . . . .	21,820 10	16,907 2	15,705 6

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY TRAFFIC.

*Rates and conditions for the carriage of coal for the general public; and of coal and railway materials and stores, whether for state or other railways.*

No. 8-Ry., dated Simla, the 4th May, 1895.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Government of India circular No. 17 Railway, dated the 30th October 1891, and its enclosures, as modified by the corrigenda slips dated respectively the 14th September 1893, 13th March 1894 and 29th August 1894, and the addendum slip dated the 9th March 1894.

Despatch to the Secretary of State for India, No. 34 Railway, dated the 16th March 1892.

Despatch from the Secretary of State for India, No. 121 Railway, dated the 22nd December 1892, and its enclosure.

Despatch to the Secretary of State for India, No. 22 Railway, dated the 11th April 1894.

Despatch from the Secretary of State for India, No. 55 Railway, dated the 19th July 1894, and its enclosure.

Read also—

Government of India letter No. 505-R.T., dated the 17th September 1894, to the Local Governments and Administrations and officers controlling railways, and the replies received thereto.

Letter from the Consulting Engineer to the Government of India for railways, Calcutta, No. 2242, dated the 27th September 1894, and its enclosure.

Government of India memorandum No. 630-R.T., dated the 6th November 1894, to the Local Governments and Administrations and officers controlling railways and its enclosures.

Government of India letter No. 705-R.T., dated the 10th December 1894, to the Consulting Engineer to the Government of India for railways, Calcutta.

Memorandum from the Consulting Engineer to the Government of India for railways, Calcutta, No. 3065, dated the 22nd December 1894, and its enclosure.

Government of India letter No. 1-R.T., dated the 2nd January 1895, to the Consulting Engineer to the Government of India for railways, Calcutta.

Memorandum from the Consulting Engineer to the Government of India for railways, Calcutta, No. 3074, dated the 22nd December 1894, and its enclosures.

OBSERVATIONS.—With circular No. 17 Railway, dated the 30th October 1891, the Government of India promulgated, for adoption on all state railways worked by Government and on the East Indian railway, schedules of rates and conditions for the carriage (i) of railway materials and stores, including coal, whether for state or other railways, and (ii) of coal for the general public. Further, in order to secure uniformity, it was requested that the administrations of all other railways might be moved to adopt the same rates and conditions.



2. Complete uniformity in the charges for this description of traffic was not, however, secured; and the matter continued to receive the attention of the Government of India in respect to the removal of the chief objections which were considered to exist. By the terms of the circular of October 1891 the rules became subject to revision at the end of 1894, and the opportunity has been taken to draw up, in consultation with the administration of the East Indian railway, schedules revised with a view to better serve the various interests involved.

**RESOLUTION.**—The Governor General in Council is accordingly pleased to rule, in supersession of all previous orders on the subject, that, until further orders, the charges and conditions embodied in the accompanying schedules, A, B and C, for the carriage respectively of (i) coal for the general public, (ii) coal for foreign lines, and (iii) foreign railway materials and stores (excluding coal), shall be adopted on all state railways which are directly administered by Government and on the East Indian railway.

2. These orders shall have effect in the case of railway materials and stores, including coal, from 1st January 1895, and in the case of coal carried for the general public from such date, not later than 1st July 1895, as may be notified by each railway.

3. In order to secure, on the several railways, uniformity in the charges for these services, the Governor General in Council desires that the administrations of the railways mentioned in the margin, over which the Secretary of State has reserved

South Indian.  
Bombay, Baroda and Central  
India, including the Rajputana-  
Malwa.  
Southern Mahratta, including  
the Mysore section.  
Bengal Central.

Bengal and North-Western, in-  
cluding Tirhoot.  
Lucknow-Bareilly section of the  
Rohilkund-Kumaon.  
Bengal-Nagpur.  
Indian Midland.  
Assam-Bengal.

control in such matters, may be moved to accept the revised rates and conditions shown in the accompanying schedules in place of the rates which have previously been approved for this description of traffic under the provisions of the several contracts, and that the administrations of all other railways which are not specially referred to may likewise be moved to adopt the same.

**ORDER.**—Ordered, that this resolution be communicated to the Local Governments and Administrations, and to the officers noted in the margin, for information and guidance; also to the Governments of the North-Western Provinces and Oudh, and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor General for Central India and Baluchistan, and the Accountant General, Public Works Department, for information.

Ordered also, that this resolution, and its enclosures, be published in the Supplement to the *Gazette of India*, for general information.

W. S. S. BISSET, *Lieut.-Col., R.E.*,  
*Secretary to the Government of India.*

D

## SCHEDULE A to the Government of India circular No. 8 Railway, dated the 4th May 1895.

### Rates and conditions for the carriage of coal for the general public.

1. The following will be the scale of charges for the carriage of coal, including coke and patent fuel, and shall be applicable alike to local and through traffic, for the general public:

(a) *Consignments of less than a wagon load—*

These consignments will be charged for as a full wagon load at the rates shown below, unless the coal is bagged, in which case it will be charged at  $\frac{1}{2}$  pie per maund mile on actual weight, subject to the differential rule, and carried at owner's risk.

(b) *Consignments in full wagon loads—*

	Per maund per mile.
For all distances up to 400 miles inclusive . . . . .	0.15 pie.
For distances above 400 miles—	
For the first 400 miles . . . . .	0.15 „
For the distance in excess of 400 miles . . . . .	0.10 „

The charge under (b) shall be made on the full carrying capacity, for each class of coal, of the wagons employed.

(c) *Minimum distance for charge—*

The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.

In calculating the distance for charge for through traffic the minimum distance to be taken for the despatching or for the receiving railways shall not be less than 25 miles unless a shorter minimum distance for charge shall have been adopted by any of the railways concerned, in which case the minimum adopted by that railway shall be taken. The charge shall be calculated on the through distance so arrived at and shall be divided between the railways concerned in the proportion of the actual mileage of each railway when that mileage is not less than the minimum mileage adopted on that railway. Should the actual mileage be less than the minimum mileage adopted by any railway, the minimum mileage adopted by that railway is to be taken in division. Only two minimum distance charges, those of the despatching and receiving railways, shall, however, be included in calculating any through rate.

(d) *Rebate on aggregate of consignments carried a less distance than 500 miles—*

At the end of any calendar half-year, a consignee, whose aggregate consignments to one station or *via* one junction during the half-year shall have exceeded 50,000 maunds, may claim a refund in respect of the payments made in accordance with the following scale. (For the purposes of these rebates all Calcutta stations to be regarded as one with Howrah)—

On quantities in excess of—

Mds.	Mds.	Rebate.
50,000 up to 200,000 . . . . .		2½ per cent.
200,000 „ 400,000 . . . . .		5 „
400,000 „ 600,000 . . . . .		7½ „
600,000 „ 800,000 . . . . .		10 „
800,000 „ ... . . . .		15 „

The rebate under this scale will be limited to 10 per cent. of the total quantity carried.

(e) *Rebate on exported coal—*

An additional rebate to that granted under clause (d) and calculated on the same scale will be allowed on the whole quantity of coal exported by one consignee by sea from Howrah or Calcutta as shown by the bills of lading, but not including bunker coal. This additional rebate will be limited to 10 per cent. of the total quantity exported.



Thus, the maximum rebate claimable on exported coal will be 10 per cent. in accordance with clause (d) and 10 per cent. in accordance with this clause, or 20 per cent. altogether.

(f) *Rebate on aggregate of consignments carried 500 miles and more over the home line—*

At the end of any calendar half-year a consignee, whose aggregate consignments to one station or *via* one junction during the half-year shall have exceeded 50,000 maunds, may claim a refund in respect of the payments made in accordance with the following scale:

On quantities in excess of—

Mds.	Mds.	Rebate.
50,000 up to	200,000 . . .	2½ per cent.
200,000 „	400,000 . . .	5 „
400,000 „	600,000 . . .	7½ „
600,000 „	... . .	25 „

The rebate under this scale will be limited to 15 per cent. of the total quantity of coal carried.

(g) *Claim for rebate—*

Any rebate not claimed within two months of the expiry of the calendar half-year in which it accrued will be subject to a discount in accordance with the following scale:—

If claimed after two months, but—

within three months . . .	5 per cent.
„ four „ . . .	10 „
„ five „ . . .	15 „
„ six „ . . .	20 „

No rebate will be paid unless claimed within six months after the expiry of the calendar half-year in which it accrued.

2. Consignments of coal destined for or *via* stations on any foreign railway which is in immediate connection with the despatching railway shall be booked *via* such junction between the despatching railway and the said foreign railway as the consignor shall elect. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. The charge under paragraph 1 (a) and (b) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route, the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

4. When traffic is booked over railways whose administrations have not adopted this schedule, the through rates with such railways shall be the sum of the local rates, the local rates of the railways parties to this arrangement being the charges according to this tariff to or from the junction stations of the railway or railways which have not accepted this schedule.

5. All charges for loading and unloading coal into and from railway wagons, as well as those for transshipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

The loading, unloading and transshipment charges shall belong to the railway doing the work, or if at a joint station shall be credited to the joint account.

6. When additional charges at ferries or elsewhere are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under this tariff, nor in the division of the tariff charges, and all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

7. Subsidiary rules, not at variance with the foregoing rules, may be made in the usual manner, and the customary power of making special arrangements for special consignments may be reserved.

8. In the interpretation of these rules, all railways worked by the Undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made, subject to the approval of the Government of India.

## SCHEDULE B to the Government of India circular No. 8 Railway, dated the 4th May 1895.

### Rates and conditions for the carriage of coal for foreign railways.

#### COAL, COKE, AND PATENT FUEL.

1. The following will be the scale of charges for the carriage of coal, coke and patent fuel, whether consigned for construction, working, or maintenance :

(a) *Consignments of less than a wagon load—*

These consignments will be charged for as a full wagon load at the rate shown below, unless the coal is bagged, in which case it will be charged at  $\frac{1}{2}$  pie per maund mile on actual weight, subject to the differential rule, and carried at owner's risk.

(b) *Consignments in full wagon loads—*

	Per maund per mile.
For all distances up to 400 miles inclusive . . . . .	0.15 pie.
For distances above 400 miles—	
For the first 400 miles . . . . .	0.15 „
For the distance in excess of 400 miles . . . . .	0.10 „

The charge under (b) shall be made on the full carrying capacity, for each class of coal, of the wagons employed.

(c) *Minimum distance for charge—*

The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.

In calculating the distance for charge for through traffic the minimum distance to be taken for the despatching or for the receiving railways shall not be less than 25 miles unless a shorter minimum distance for charge shall have been adopted by any of the railways concerned, in which case the minimum adopted by that railway shall be taken. The charge shall be calculated on the through distance so arrived at and shall be divided between the railways concerned in the proportion of the actual mileage of each railway when that mileage is not less than the minimum mileage adopted on that railway. Should the actual mileage be less than the minimum mileage adopted by any railway, the minimum mileage adopted by that railway is to be taken in division. Only two minimum distance charges, those of the despatching and receiving railways, shall, however, be included in calculating any through rate.

(d) *Rebate on aggregate of consignments carried a less distance than 500 miles.—*

At the end of any calendar half-year, a railway administration whose aggregate consignments during the half-year shall have exceeded 50,000 maunds may claim in respect of the payments made a refund in accordance with the following scale. (For the purposes of these rebates all Calcutta stations to be regarded as one with Howrah)—

On quantities in excess of—

Mds.	Mds.	Rebate.
50,000 up to 200,000 . . . . .		2½ per cent.
200,000 „ 400,000 . . . . .		5 „
400,000 „ 600,000 . . . . .		7½ „
600,000 „ 800,000 . . . . .		10 „
800,000 „ . . . . .		15 „

The rebate under this scale will be limited to 10 per cent. of the total quantity carried.

(e) *Rebate on exported coal—*

An additional rebate to that granted under clause (d) and calculated on the same scale will be allowed on the whole quantity of coal exported by one consignee by sea from Howrah or Calcutta as shown by the bills of lading, but not including bunker coal. This additional rebate will be limited to 10 per cent. of the total quantity exported.

Thus the maximum rebate claimable on exported coal will be 10 per cent. in accordance with clause (d) and 10 per cent. in accordance with this clause or 20 per cent. altogether.

(f) *Rebate on aggregate consignments carried 500 miles and more over the home line—*

At the end of any calendar half-year, a railway administration, whose aggregate consignments during the half-year shall have exceeded 50,000 maunds



On quantities in excess of—

Mds.		Mds.			Rbate.
50,000 up to	200,000	.	.	.	2½ per cent.
200,000 „	400,000	.	.	.	5     „
400,000 „	600,000	.	.	.	7½     „
600,000	... ..	.	.	.	25     „

(g) *Claim for rebate—*

If claimed after two months, but—

within three months	5 per cent.
„ four „	10 „
„ five „	15 „
„ six „	20 „

8. In the interpretation of these rules all railways worked by the Undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made, subject to the approval of the Government of India.

### SCHEDULE C to the Government of India circular No. 8 Railway, dated the 4th May 1895.

#### Rates and conditions for the carriage of foreign railway materials and stores (excluding coal).

##### RAILWAY MATERIALS AND STORES (EXCLUDING COAL).

1. The following will be the scale of charges for the carriage of railway materials and stores, whether consigned for construction, working, or maintenance:

(a) *For consignments of less than 300 maunds, subject to the differential rule—*

	Per maund per mile.
For all distances up to 400 miles inclusive . . .	0·1725 pie.
For distances above 400 miles—	
For the first 400 miles . . . . .	0·1725 „
For the distance in excess of 400 miles . . .	0·115 „

(b) *For consignments of 300 maunds and over—*

	Per maund per mile.
For all distances up to 400 miles inclusive . . .	0·15 pie.
For distances above 400 miles—	
For the first 400 miles . . . . .	0·15 „
For the distance in excess of 400 miles . . .	0·10 „

2. Railway materials and stores for use on a foreign railway which is in immediate connection with the despatching railway shall be booked over the despatching railway to such junction between the said foreign railway and the despatching railway as the former railway may elect, at the charge (under this tariff) by the shortest route to that junction. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. (i) Railway materials and stores for use on a foreign railway which is not in immediate connection with the despatching railway shall be booked over the despatching and intervening railways to such junction with the said foreign railway as that railway may elect, at the through mileage rate to such junction.

(ii) The charge under paragraph 1 (a) and (b) shall be calculated in all cases on the shortest route, and shall be divided among the carrying railways adopting this schedule in proportion to the mileage passed over each: provided that when the consignment is not carried by the shortest route, the mileage rate to be credited in division to the railways carrying the traffic for the actual distance they carry the consignment shall not, for such railways as form part of such portion of the shortest route as may not have been followed and are not consenting parties to the adoption of the route followed, be less than the mileage rate to which they would have been entitled if the consignment had been carried by the shortest route.

Railways that do not form part of the portion of the shortest route not followed shall only receive in division a proportion of the charge by the shortest route in accordance with their mileage by the route followed.

4. When traffic is booked over railways whose administrations have not adopted this schedule, the through rates with such railways shall be the sum of the local rates, the local rates of the railways parties to this arrangement being the charges according to this tariff to or from the junction stations of the railway or railways which have not accepted this schedule.

5. All dangerous goods, specie and bullion are charged at tariff rates, subject to the ordinary regulations as to minimum, etc.

6. (i) Any articles which, owing to length, breadth, or any other cause, require to be loaded separately in one or more vehicles for their conveyance, and do not admit of such vehicle or vehicles being loaded to the full marked carrying capacity, shall be charged for on actual weight at the rates prescribed in paragraph 1 (a) or 1 (b), as the case may be, subject to a minimum weight of 200 maunds in respect of each vehicle employed, such minimum being charged for on the scale for consignments under 300 maunds, provided that the charge made shall not exceed the charge as for a consignment of 300 maunds at the rates prescribed in paragraph 1 (b).

(ii) Girders, rails, long timber and other material requiring the protective use of dummy wagons shall be charged at the rates prescribed in paragraph 1 (a) or 1 (b), as the case may be, calculated as under—

*For each vehicle under load—*

Actual weight of load, subject to a minimum of 200 maunds, such minimum being charged for on the scale for consignments under 300



maunds: provided that the charge made shall not exceed the charge as for a consignment of 300 maunds at the rates prescribed in paragraph 1 (b).

*For each dummy wagon—*

A fixed minimum charge for each vehicle employed as for 200 maunds, based upon the scale for consignments over 300 maunds.

(iii) *For rolling stock the following scale of charges will apply:*

Locomotives complete, or engines and tenders separately, when running on their own wheels—12 annas per mile each.

Locomotives complete when loaded on other vehicles—1 anna per mile per wheel of the vehicle used.

Vehicles of all descriptions running on their own wheels—3 annas per mile per vehicle.

Vehicles of all descriptions when loaded on other vehicles—1 anna per mile per wheel of the vehicle used.

7. All consignments shall, unless otherwise specially agreed to, be subject to the same conditions as may be applicable to public traffic in respect of demurrage, loading and unloading, etc., provided that, when loading or unloading is done by the railway, the charge shall be 3 pies per maund for each operation.

8. In all cases where loading is performed by senders, or their agents, and not by the Traffic Department of the forwarding railway, the following scale of charges shall apply:

(a) Full wagon loads\* . . . These will be charged for on actual weight at the rates prescribed in paragraph 1 (b).

(b) Consignments of less than full wagon loads.\*

(c) The balance of a consignment over full wagon loads. } These will be charged for in accordance with paragraph 6 (i).

(d) Articles falling under paragraph 6 (i).

(e) Articles falling under paragraph

6 (ii) . . . These will be charged for in accordance with paragraph 6 (ii).

9. All charges for loading and unloading into and from railway wagons as well as those for transshipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

The loading, unloading and transshipment charges shall belong to the railway doing the work, or if at a joint station, shall be credited to the joint accounts, except in the case of railway materials and stores consigned to any of the railways forming the junction, in which case such charges are debitable to that railway.

10. When additional charges at ferries or elsewhere are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under the tariff, nor in the division of the tariff charges, and all ferry charges, whether calculated at a rate on an additional mileage or otherwise, shall belong to the railway working the ferry.

11. Subsidiary rules, not in variance with the foregoing rules, may be made in the usual manner, and the customary power of making special arrangements for special consignments is reserved.

12. In the interpretation of these rules, all railways worked by the Undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which double charges may be made.

\* Full wagon loads are defined to be loads of not less than within half a ton of the marked carrying capacity of the vehicles used.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 5TH MAY 1894, AND FROM 1ST JANUARY TO 4TH MAY 1895.**

*N.B.*—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	WEEK ENDING 5TH MAY 1894.				WEEK ENDING 4TH MAY 1895.				Earnings from 1st January to 5th May 1894.	Earnings from 1st January to 4th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Rs. per mile open per week.		Total.	Rs. per mile open per week.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian . . . . .	655	1,683	12,32,845	733	1,687	12,24,545	726	1,04,29,451	1,00,07,431	...	3,32,016		
Bengal-Nagpur . . . . .	189	862	1,53,204	178	862	1,54,523	179	32,36,986	32,36,835	...	148		
Indian Midland (a) . . . . .	162	752	1,40,468	187	752	1,00,010	133	22,51,304	19,19,998	...	3,31,606		
Bezwada extension . . . . .	108	21	1,959	93	21	2,485	118	38,594	52,212	13,618	...		
Metre gauge—													
Rajputana-Malwa (b) . . . . .	324	1,719	6,67,826	388	1,790	5,71,820	319	99,12,358	97,57,658	...	1,59,700		
Palanpur-Deesa . . . . .	47	17	1,120	66	17	1,000	59	14,769	17,242	2,473	...		
South Indian . . . . .	143	1,042	1,57,766	151	1,042	1,84,011	177	74,99,597	28,87,818	3,91,211	...		
Máyavaram-Mutpet . . . . .	61	54	3,745	68	54	4,378	81	(c) 14,170	70,672	56,502	...		
Southern Mahratta (d) . . . . .	115	1,165	1,52,662	131	1,165	1,77,468	147	22,60,924	24,61,109	1,94,125	...		
Bengal and North-Western (e) . . . . .	162	756	1,44,610	189	756	1,14,600	152	11,77,487	12,33,657	56,170	...		
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	231	19,760	86	231	19,397	84	3,73,777	3,71,117	...	2,660		
TOTAL . . . . .	286	8,302	26,73,025	322	8,377	25,47,243	304	1,32,12,481	1,31,00,450	...	1,12,031		
State lines worked by the State.													
Standard gauge—													
North Western (state) (f) . . . . .	255	2,507	6,00,271	239	2,511	6,16,681	246	1,16,28,836	1,24,29,364	8,00,525	...		
Oudh and Rohilkhand (state) . . . . .	287	741	2,33,988	316	797	2,12,977	267	38,31,259	41,12,438	2,82,179	...		
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	2,09,738	258	813	2,01,080	247	42,15,906	45,58,787	3,42,881	...		
Bengal Central (g) . . . . .	126	125	15,850	127	125	10,300	131	2,76,604	3,05,080	28,416	...		
East Coast (state) . . . . .	107	266	39,283	114	397	39,903	101	4,66,260	6,55,988	1,89,728	...		
Metre gauge—													
Burma (state) . . . . .	199	730	1,22,067	167	746	1,52,409	204	28,31,461	29,19,914	88,453	...		
Special gauges—													
Jorhat (state provincial) . . . . .	44	25	1,270	51	28	1,450	52	19,896	21,842	1,946	...		
Cherra-Companyganj (state provincial) . . . . .	60	8	518	65	8	237	30	8,379	10,272	1,893	...		
TOTAL . . . . .	244	5,215	12,13,988	233	5,425	12,41,127	229	2,32,78,664	2,50,14,685	17,36,021	...		
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h) . . . . .	596	1,490	9,70,981	612	1,490	7,34,223	493	1,70,78,172	1,40,06,602	...	30,71,570		
Bombay, Baroda and Central India . . . . .	801	461	4,80,925	1,043	461	5,40,000	1,171	64,70,505	69,27,054	4,57,149	...		
Madras . . . . .	237	840	2,10,505	251	840	2,17,572	259	34,96,040	34,29,109	3,33,069	...		
TOTAL . . . . .	522	2,791	16,62,411	526	2,791	14,91,795	535	1,70,44,717	2,47,63,365	...	22,81,352		
TOTAL (GUARANTEED AND STATE) . . . . .													
313	16,308	55,50,324	340	16,591	52,80,165	318	1,35,35,862	1,28,78,550	...	6,57,362			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	167	161	25,597	159	161	25,995	161	5,29,562	5,06,040	...	22,622		
Tarkessur . . . . .	308	22	6,765	308	22	5,943	270	1,28,690	1,25,352	...	3,344		
Metre gauge—													
Rohilkund and Kumaon (Company's section) . . . . .	149	67	9,650	144	66	11,573	175	1,78,560	1,29,093	...	49,467		
Bengal Doonars . . . . .	80	32	1,498	47	36	3,030	84	37,017	51,332	14,315	...		
Dibru-Sadiya . . . . .	133	78	10,934	140	78	12,405	159	1,95,221	2,11,435	16,214	...		
Special gauge—													
Darjeeling-Himalayan . . . . .	232	51	15,467	303	51	16,871	331	1,96,066	2,16,514	20,448	...		
TOTAL . . . . .	165	411	69,920	170	414	75,817	183	12,65,122	12,40,666	...	24,456		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state . . . . .	185	333	68,334	205	333	59,552	179	10,57,104	12,06,024	1,53,920	...		
The Gaekwar's Patlād . . . . .	112	13	1,601	123	13	1,410	108	25,055	24,145	...	610		
Rajputana-Bhatinda . . . . .	192	108	17,437	161	108	19,198	178	2,99,807	5,14,175	2,64,368	...		
Kolar Gold-fields . . . . .	306	...	...	...	10	3,543	354	...	43,102	43,102	...		
Metre gauge—													
Southern Mahratta (Mysore section) (i) . . . . .	88	362	30,761	85	362	30,202	83	5,44,480	5,79,465	34,976	...		
The Gaekwar's Mehsāna . . . . .	98	93	9,191	99	93	7,990	86	1,67,163	1,37,289	...	29,874		
Kolhapur . . . . .	92	29	2,657	92	29	2,234	77	50,066	42,927	...	7,139		
Special gauge—													
The Gaekwar's Dabhoi . . . . .	81	72	7,115	99	72	6,860	95	1,69,165	83,628	...	25,537		
Cooch Behar . . . . .	30	22	799	36	22	860	39	11,249	20,641	9,192	...		
TOTAL . . . . .	130	1,032	1,37,895	134	1,042	1,31,849	127	22,50,098	27,01,696	4,42,598	...		
Lines owned and worked by native states.													
Metre gauge—													
Bhāvnagar-Gondal-Junāgarh-Porbandar . . . . .	131	314	53,238	159	334	61,708	185	8,20,094	7,83,267	...	36,827		
Jetalsar-Rajkot . . . . .	68	46	3,410	74	46	4,243	92	56,611	65,013	9,002	...		
Jodhpur-Bickaneer . . . . .	75	364	28,951	80	364	20,460	56	5,00,922	4,01,093	...	99,829		
Special gauge—													
Morvi . . . . .	75	94	8,148	87	94	10,652	113	1,19,382	1,27,653	8,271	...		
TOTAL . . . . .	97	818	93,747	112	838	97,063	116	14,97,009	13,77,626	...	1,19,383		
GRAND TOTAL . . . . .													
290	18,589	58,51,886	315	18,887	55,84,894	296	1,85,57,091	1,81,98,488	...	3,58,603			

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 5th May 1894.

(d) Includes the Guntakal Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. IV OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 5TH MAY 1894.				WEEK ENDING 4TH MAY 1895.				Earnings from 1st April to 5th May 1894.	Earnings from 1st April to 4th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
<b>State lines worked by companies.</b>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>		
<i>Standard gauge—</i>													
East Indian	602	1,683	12,32,845	733	1,687	12,24,545	726	58,76,197	57,63,131	...	1,13,066		
Bengal-Nagpur	149	862	1,53,264	178	862	1,54,523	179	8,79,689	7,75,717	...	1,03,972		
Indian Midland(a)	132	752	1,40,468	187	752	1,00,016	133	6,97,155	4,89,272	...	2,07,883		
Bezwada Extension	95	21	1,959	93	21	2,485	118	12,205	13,146	941	...		
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	261	1,719	6,67,826	388	1,790	5,71,820	319	30,28,652	26,62,356	...	3,66,296		
Palampur-Deesa	41	17	1,120	66	17	1,000	59	4,629	6,043	1,414	...		
South Indian	144	1,042	1,57,766	151	1,042	1,84,011	177	7,54,625	8,41,183	86,555	...		
Máyavaram-Mutpet	...	54	3,645	68	54	4,378	81	(c) 14,170	23,143	8,973	...		
Southern Mahratta (d)	100	1,105	1,52,662	131	1,105	1,70,468	146	7,21,303	7,80,202	64,899	...		
Bengal and North-Western (e)	132	756	1,42,610	189	756	1,14,600	152	7,26,188	6,21,419	...	1,04,769		
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	19,760	86	231	19,397	84	1,10,791	96,534	...	14,257		
<b>TOTAL</b>	250	8,302	26,73,925	322	8,377	25,47,243	304	1,28,25,607	1,20,78,146	...	7,47,461		
<b>State lines worked by the State.</b>													
<i>Standard gauge—</i>													
North Western (state) (f)	232	2,507	6,00,274	239	2,511	6,16,681	246	33,01,711	35,23,500	2,21,789	...		
Oudh and Rohilkhand (state)	242	741	2,33,988	316	797	2,12,977	267	12,05,888	9,79,745	...	2,29,143		
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	813	2,09,738	258	813	2,01,080	247	10,25,193	10,53,340	28,147	...		
Bengal Central (g)	120	125	15,850	127	125	16,390	131	75,827	80,046	4,219	...		
East Coast (state)	71	266	30,283	114	397	39,903	101	1,42,595	2,12,673	70,078	...		
<i>Metre gauge—</i>													
Burma (state)	171	730	1,22,067	167	746	1,52,409	204	6,15,557	6,76,087	60,530	...		
<i>Special gauges—</i>													
Jorhát (state provincial)	49	25	1,270	51	28	1,450	52	5,504	5,569	65	...		
Cherra-Companyganj (state provincial)	54	8	518	65	8	237	30	2,408	2,306	...	102		
<b>TOTAL</b>	226	5,215	12,13,988	233	5,425	12,41,127	229	63,74,683	65,30,266	1,55,583	...		
<b>Lines worked by guaranteed companies.</b>													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	510	1,490	9,70,981	652	1,490	7,34,223	493	48,26,849	37,67,010	...	10,59,839		
Bombay, Baroda and Central India	638	461	4,80,925	1,043	461	5,40,000	1,171	22,18,507	21,70,429	1,60,922	...		
Madras	238	840	2,10,505	231	840	2,17,522	259	9,67,415	10,23,192	55,777	...		
<b>TOTAL</b>	440	2,791	16,62,411	596	2,791	14,91,795	535	80,12,771	71,69,631	...	8,43,140		
<b>TOTAL (GUARANTEED AND STATE)</b>	277	16,308	55,50,324	340	16,593	52,80,165	318	2,72,13,061	2,57,78,043	...	14,35,018		
<b>Assisted companies.</b>													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	148	161	25,597	159	161	25,995	161	2,05,446	1,41,867	...	63,579		
Tarkessur	253	22	6,765	308	22	5,943	270	43,726	39,322	...	4,404		
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	137	67	9,659	144	66	11,573	175	54,059	48,484	...	5,575		
Bengal Doars	77	32	1,498	47	36	3,030	84	8,316	13,777	5,461	...		
Dibru-Sadiya	130	78	10,934	140	78	12,405	159	56,755	56,320	...	435		
<i>Special gauge—</i>													
Darjeeling-Himalayan	238	51	15,467	303	51	16,871	331	64,024	67,560	3,536	...		
<b>TOTAL</b>	155	411	69,920	170	414	75,817	183	4,32,326	3,67,330	...	64,996		
<b>Lines owned by native states and worked by other agencies.</b>													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	158	333	68,334	205	333	59,552	179	3,24,598	3,31,733	7,135	...		
The Gaekwar's Petlad	92	13	1,601	123	13	1,410	108	8,533	6,923	...	1,610		
Rajpura-Bhatinda	129	108	17,437	161	108	19,198	178	85,412	86,605	1,193	...		
Kolar Gold-fields	...	...	...	...	10	3,543	354	...	10,899	10,899	...		
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section (i))	95	362	30,761	85	362	30,202	83	1,53,184	1,60,778	7,594	...		
The Gaekwar's Mehsana	75	93	9,191	99	93	7,990	86	47,584	38,167	...	9,417		
Kolhapur	77	29	2,657	92	29	2,234	77	19,547	13,486	...	6,061		
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	67	72	7,115	99	72	6,860	95	36,442	31,626	...	4,816		
Cooch Behar	20	22	799	36	22	860	39	4,588	3,837	...	751		
<b>TOTAL</b>	114	1,032	1,37,895	134	1,042	1,31,849	127	6,79,888	6,84,054	4,166	...		
<b>Lines owned and worked by native states.</b>													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junágarh-Porbandar	118	334	53,238	159	334	61,708	185	2,65,779	2,72,293	6,514	...		
Jetalsar-Rajkot	60	46	3,410	74	46	4,243	92	18,062	20,477	2,415	...		
Jodhpur-Bickaneer	54	364	28,951	80	364	20,460	56	1,45,089	1,00,693	...	44,396		
<i>Special gauge—</i>													
Morvi	67	94	8,148	87	94	10,652	113	33,963	42,762	8,799	...		
<b>TOTAL</b>	81	838	93,747	112	838	97,063	116	4,62,893	4,36,225	...	26,668		
<b>GRAND TOTAL</b>	256	18,589	58,51,886	315	18,887	55,84,894	296	2,87,88,168	2,72,65,652	...	15,22,516		

\* Figures for 1894-95 are not yet available.

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 5th May 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Mannád, Khámgaon, and Amráoti railways.

(i) Includes the Mysore-Najangud and the Yesvantpur-Mysore frontier sections.

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SUPPLEMENT TO  
**The Gazette of India.**

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No. 21.}

CALCUTTA, SATURDAY, MAY 25, 1895.

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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[illegible]

\* Kalai.

† Not procurable.

(a) Not stated.

## RETAIL PRICES FOR THE 1ST HALF OF MARCH 1895--continued.

[illegible]



[illegible]

§ Husked.

† Nine pies per bundle.

† Not sold.

Sold in buntles.

RETAIL PRICES FOR THE 1ST HALF OF MARCH 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		HARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Penicillaria spicata</i> ).		MARUA OR RAGI ( <i>Echinochloa corollata</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHHENA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Caranum indicum</i> ).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
<b>Punjab—</b>																										
<b>Southern—</b>																										
Ferozepore	22 0	21 0	35 0	36 0	...	...	12 0	12 0	30 0	31 0	25 0	27 0	...	...	15 0	15 0	35 0	36 0	27 0	27 0	11 0	11 0	100 0	100 0	10 8	10 8
Montgomery	22 0	21 0	32 0	32 0	...	...	10 0	10 0	20 0	20 0	19 0	20 0	...	...	...	...	34 0	32 0	31 0	30 0	8 0	8 0	170 0	170 0	12 8	12 8
<b>Central—</b>																										
Gurgaon	21 0	20 0	30 0	30 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	...	...	...	...	30 0	29 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	19 0	18 0	27 0	28 0	...	...	12 0	12 0	26 0	26 0	21 0	21 0	...	...	...	...	29 0	28 0	25 0	25 0	24 0	24 0	70 0	70 0	11 0	11 0
Rohitak	20 0	19 0	25 0	25 0	...	...	12 0	12 0	24 0	24 0	22 0	22 0	...	...	...	...	35 0	34 0	24 0	23 0	18 0	18 0	120 0	120 0	11 0	11 0
Karnal	19 0	18 0	30 0	25 0	...	...	11 0	11 0	24 0	24 0	22 0	22 0	...	...	...	...	31 0	31 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Lahore	22 0	23 0	44 0	43 0	...	...	...	...	25 0	25 0	27 0	27 0	...	...	...	...	34 0	34 0	34 0	32 0	10 0	10 0	85 0	85 0	13 0	13 0
<b>Sub-montane—</b>																										
Unkhala	21 0	21 0	30 0	30 0	...	...	12 0	11 0	28 0	27 0	20 0	20 0	...	...	...	...	34 0	33 0	29 0	27 0	14 0	14 0	110 0	110 0	12 12	12 12
Ludhiana	25 0	25 0	37 0	36 0	...	...	13 0	13 0	30 0	29 0	23 0	24 0	...	...	...	...	30 0	29 0	30 0	30 0	13 0	13 0	100 0	100 0	13 0	13 0
Jullundur	24 0	24 0	30 0	30 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	...	...	...	...	28 0	28 0	25 0	25 0	10 0	10 0	110 0	110 0	12 8	12 8
Hoshiarpur	20 0	21 0	32 0	32 0	...	...	12 0	12 0	28 0	28 0	20 0	20 0	...	...	...	...	32 0	31 0	24 0	24 0	10 0	10 0	100 0	100 0	12 8	12 8
Gurdaspur	26 0	25 0	32 0	32 0	...	...	11 0	11 0	24 0	24 0	25 0	25 0	...	...	...	...	30 0	30 0	27 0	27 0	12 0	12 0	90 0	90 0	12 0	12 0
Amritsar	23 0	24 0	43 0	41 0	...	...	...	...	24 0	24 0	25 0	25 0	...	...	...	...	30 0	30 0	27 0	27 0	12 0	12 0	80 0	80 0	12 0	12 0
<b>Hills—</b>																										
Simla	14 0	13 0	18 0	18 0	...	...	8 0	8 0	16 0	16 0	14 0	14 0	...	...	...	...	16 0	16 0	16 0	16 0	9 0	9 0	90 0	90 0	9 0	9 0
Kangra	14 0	14 0	20 0	20 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	...	...	...	...	19 0	19 0	16 0	16 0	8 0	8 0	120 0	120 0	10 0	10 0
<b>North-western—</b>																										
Shikot	22 0	21 0	42 0	39 0	...	...	14 0	14 0	26 0	26 0	27 0	27 0	...	...	...	...	31 0	29 0	30 0	26 0	...	...	130 0	120 0	13 8	13 8
Guantanamo	23 0	22 0	44 0	43 0	...	...	12 0	12 0	23 0	23 0	25 0	25 0	...	...	...	...	34 0	34 0	25 0	24 0	...	...	115 0	115 0	13 0	13 0
Guantanamo	25 0	24 0	35 0	31 0	...	...	14 0	15 0	28 0	28 0	25 0	25 0	...	...	...	...	30 0	28 0	20 0	20 0	...	...	110 0	110 0	14 0	14 0
Jhelum	27 0	30 0	48 0	48 0	...	...	14 0	14 0	32 0	32 0	30 0	30 0	...	...	...	...	28 0	28 0	29 0	25 0	...	...	120 0	120 0	14 0	14 0
Rawalpindi	25 0	25 0	38 0	37 0	...	...	8 0	8 0	33 0	33 0	30 0	30 0	...	...	...	...	20 0	20 0	20 0	20 0	...	...	70 0	70 0	14 0	14 0
Hazara	21 0	22 0	33 0	34 0	...	...	13 0	13 0	29 0	29 0	26 0	26 0	...	...	...	...	24 0	24 0	25 0	27 0	...	...	90 0	90 0	11 0	11 0
Peslavar	21 0	21 0	38 0	43 0	...	...	10 0	10 0	40 0	40 0	28 0	28 0	...	...	...	...	24 0	24 0	35 0	35 0	28 0	28 0	92 0	92 0	42 0	42 0
Kohat	21 0	20 0	41 0	41 0	...	...	11 0	11 0	40 0	40 0	28 0	28 0	...	...	...	...	25 0	25 0	31 0	28 0	...	...	102 0	154 0	01 3	01 3
<b>Western—</b>																										
Shahpur	25 0	25 0	36 0	36 0	...	...	11 0	10 0	32 0	32 0	24 0	24 0	...	...	...	...	32 0	32 0	20 0	20 0	...	...	160 0	160 0	13 0	13 0
Jhang	20 0	20 0	34 0	36 0	...	...	8 0	8 0	27 0	27 0	24 0	24 0	...	...	...	...	30 0	30 0	28 0	30 0	...	...	100 0	100 0	12 0	12 0
Mooltan	18 0	18 0	32 0	32 0	...	...	14 0	14 0	25 0	25 0	23 0	23 0	...	...	...	...	20 0	20 0	24 0	24 0	...	...	90 0	90 0	12 4	12 4
Bannu	23 0	23 0	49 0	49 0	...	...	13 0	13 0	30 0	30 0	29 0	29 0	...	...	...	...	44 0	44 0	31 0	31 0	...	...	90 0	90 0	50 0	50 0
D. I. Khan	21 0	21 0	33 0	36 0	...	...	8 0	8 0	33 0	33 0	32 0	32 0	...	...	...	...	4 0	4 0	4 0	26 0	...	...	103 0	103 0	36 0	36 0
Muzaffargarh	21 0	21 0	33 0	33 0	...	...	17 0	17 0	25 0	25 0	21 0	21 0	...	...	...	...	24 0	24 0	25 0	26 0	...	...	140 0	140 0	12 0	12 0
D. G. Khan	17 0	17 0	28 0	28 0	...	...	8 0	7 0	33 0	33 0	28 0	28 0	...	...	...	...	20 0	20 0	15 0	15 0	...	...	125 0	125 0	21 4	21 4
<b>Sind and Baluchistan—</b>																										
Karachi	15 0	15 0	...	...	9 0	9 0	11 0	10 0	18 0	17 0	16 0	15 0	...	...	...	...	...	...	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 0	15 8	...	...	...	...	18 0	18 0	...	...	...	...	116 6	116 6	12 8	12 8
Thar and Parkar (Unsettled)	12 0	12 0	...	...	11 0	11 0	13 0	13 0	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	100 0	100 0	12 0	12 0
Sukkur (Shikarpur)	17 0	18 0	...	...	8 0	8 0	10 0	10 0	23 0	23 0	21 0	21 0	...	...	...	...	24 0	24 0	...	...	...	...	160 0	160 0	11 8	11 8
Upper Sind Frontiers	16 0	17 0	...	...	10 0	10 0	13 0	13 0	27 0	27 0	23 0	22 0	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	26 0	25 8	5 0	5 0	7 0	7 0	24 0	24 0	15 0	15 0	...	...	...	...	19 0	18 4	27 0	27 0	9 0	9 0	60 12	60 12	9 0	9 0





## RETAIL PRICES FOR THE 1st HALF OF MARCH 1895—continued

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARAR, OR THUR, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
<b>Madras—</b>																										
<i>Malabar Coast—</i>																										
Malabar . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<i>South, central—</i>																										
Coimbatore . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Nilgiris . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Salem . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>Central—</b>																										
Bellary . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Anantapur . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Cuddapah . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Kurnool . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>East Coast, north—</b>																										
Ganjam . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Vizagapatnam . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Godavari . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>East Coast, central—</b>																										
Kudra . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Nellore . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>East Coast, south—</b>																										
Madras . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Chingleput . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
N. Arcot . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
S. Arcot . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>Tanjore . . . . .</b>	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>Trichinopoly . . . . .</b>	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>Southern—</b>																										
Tinnevely . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Madurai . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>Mysore—</b>																										
Mysore . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Bangalore . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Kolar . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Tumkur . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Hassan . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Kadur . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Srinagar . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
Chitaldroog . . . . .	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>Coorg—</b>																										
Coorg . . . . .	12 0	11 8	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0
<b>Aden . . . . .</b>	13 8	13 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0	10 0	9 0

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT,  
(Statistical Branch).J. F. FINLAY,  
Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 18th, 1895.

Two points about the pressure distribution of the past week are remarkable. In the first place, the relative distribution showed hardly any important change during the week. Pressure, notwithstanding large barometric changes from day to day, remained throughout the week steadily low (1) over the Punjab and the western desert, (2) over the Lower Gangetic plain and Chota Nagpur, and high over the west of the Peninsula and the south of the Bay. While the areas of high and of low pressures maintained the above positions steadily throughout the week, the relation of the two areas changed considerably between the beginning and end of the week; thus on the 12th the barometric difference between Bombay and Bickaneer was 0·225 inch, on the 16th the difference between the same two stations was 0·265 inch, and on the 18th was 0·310 inch, so that the observations showed a steady increase in the amount of the pressure differences over India as the week progressed. This was accompanied with a steady rise in the wind force, so that by the close of the week a very strong westerly and north-westerly wind was blowing over nearly the whole of India. This increase in the extent and force of the dry westerly current was accompanied with a retreat of the moist southerly and south-easterly current from the Bay, so that while, at the commencement of the week, showers were reported in Northern India, as far west as Kashmir, and in the Peninsula from several western and central stations, by the close of the week rain was practically confined to Burma and North Bengal. The mean temperature throughout nearly the whole week and throughout nearly the whole country was in excess of the normal, but in Madras on some days and in Burma on all days the weather was cooler than usual.

**Daily Summary.**—*Sunday.*—Pressure was highest in the extreme south and low over the Punjab and the Central Provinces. The wind was westerly over Western India and the Peninsula, southerly over the Bay and Bengal, easterly up the Gangetic plain, and variable in Burma. The force was strong at many places. Scattered rainfall had occurred over Burma, the Peninsula, and Northern India. The mean temperature was largely above the normal, except in Burma and Madras.

*Monday.*—Pressure was changing irregularly, and was very unsteady in different parts of the country. Thus, on the Madras coast and in the north-west of the Punjab, pressure had risen briskly, while at neighbouring stations there had been a brisk decrease. Pressure remained highest in the extreme south, and low over the western desert and the Central Provinces. The winds were on the whole lighter than on the preceding day, and less regular in direction. The mean temperature remained excessive, except in Burma and Madras, and scattered showers had again fallen over several parts of the country.

*Tuesday.*—Pressure was decreasing almost everywhere, the fall being very large on the Madras coast. The general distribution of pressure had, however, changed very little, pressure remaining high in the west and south, and low over the western desert and over Chota Nagpur. Calms prevailed over North-Western India, southerly winds over North-Eastern India, and westerly winds elsewhere. Dust and thunder showers had given rain to several places in Northern India, in Burma, and in the south of the Peninsula.

*Wednesday.*—Pressure had commenced a recovery, but the changes were not large enough to materially affect the distribution of pressure. The winds were the same as were reported on the preceding day. Showers of rain had

again occurred over parts of Burma, Bengal, and the Peninsula. The mean temperature was about normal over the Peninsula, and excessive elsewhere—more particularly in the Punjab.

*Thursday.*—The recovery of pressure which had commenced on the preceding day was maintained slowly, but there was no other change. The winds had shifted to north along the west coast of the Peninsula, but in other respects the wind circulation was unaltered. A little rain had fallen in Burma, East Bengal, Assam, Malabar, and Rajputana. The mean temperature remained generally excessive, the greatest excess being in the Punjab.

*Friday.*—Pressure had begun to fall again, more particularly in the north, and gradients were becoming steeper. The general distribution of pressure and the general circulation of the winds were unchanged. The force of the wind was very strong over Western India. The mean temperature was normal to excessive. Rain had fallen generally over Burma, and as showers over Assam, North Bengal, and the south of the Peninsula.

*Saturday.*—Pressure had continued to fall over Northern India, while it had been steady in the south, hence pressure differences were increasing, and gradients were very steep for the time of year. The winds were strong over the greater part of the country, but were moderate in the north-east. Rain had again fallen generally, and rather heavily over Burma. The mean temperature was normal or excessive, except in Burma, where the rainfall kept the weather cool.

**Temperature.**—Perhaps the most marked feature of the weather of the past week has been the excessive temperature which has prevailed almost everywhere. It will be remembered that temperature began a general rise last week on the 7th. The temperature curve steadily ascended until the 11th, on which day the crest was reached, so that throughout the present week, though the mean temperature has been excessive, the curve has exhibited a steady descent. The following table shows the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

PROVINCE.	MAY 1895.							Mean variation of week.
	12th	13th	14th	15th	16th	17th	18th	
	0	0	0	0	0	0	0	0
Burma . . . . .	—1·7	—1·5	—0·1	—0·4	—0·9	—1·2	—1·6	—1·1
Bengal and Assam . . . .	+1·9	+1·6	+1·9	+1·7	+1·7	+2·6	+2·3	+2·0
North-Western Provinces and Oudh . . . . .	+3·7	+3·3	+0·6	+2·0	+2·3	+3·7	+3·7	+2·8
Punjab . . . . .	+8·5	+7·7	+4·4	+5·2	+6·0	+5·5	+6·3	+6·2
Bombay . . . . .	+2·9	+1·0	+0·5	+1·0	+0·5	+0·1	—0·6	+0·7
Central Provinces and Berar .	+4·3	+2·0	+1·6	+1·8	+0·7	+1·4	+0·8	+1·8
Central India and Gujarat . .	+5·4	+3·9	+3·3	+1·6	+0·2	+0·1	—0·6	+2·0
Sind and Rajputana . . . .	+6·1	+5·2	+4·0	+3·2	+2·6	+0·6	—0·4	+3·0
Madras . . . . .	—0·5	—2·6	—2·7	+0·4	—0·5	+1·2	+2·3	—0·3
Mean for whole of India . .	+3·4	+2·3	+1·9	+1·8	+1·4	+1·5	+1·4	+1·9

The concluding line of figures shows that the mean temperature of the whole country has been excessive on all days, the amount of the excess decreasing from 3·4° on the 12th to 1·4° on the 18th. The provincial variations show that the weather had been steadily cool in Burma, and that temperature had been unsteady in Madras. In the case of both of these two provinces the mean temperature of the week was below the average. In all the other provinces the mean temperature was excessive, the abnormal excess ranging from only 0·7° in Bombay to 6·2° in the Punjab.



The day temperatures like the mean temperatures exhibited a decrease as compared with last week.

The highest maxima reported on each day were—

On May 12th	118°4'	at Sirsa.
„ 13th	117°4'	„ „
„ 14th	116°5'	„ Multan.
„ 15th	114°7'	„ Jacobabad.
„ 16th	113°4'	„ Sirsa.
„ 17th	113°4'	„ Montgomery.
„ 18th	115°1'	„ Jacobabad.

The above shows that the maxima steadily decreased until the 16th, after which the day temperature began to rise again.

**Rain.**—The rainfall of the past week, though light, has been very widely distributed; only in seven divisions, *viz.*, the North-Western Provinces (West), the Punjab (Central), Khandesh, Gujarat, Kathiawar, and Rajputana (East and West), is there absolutely no rain reported, though in thirteen other divisions, *viz.*, Oudh (South), the North-Western Provinces (Central), the Punjab (South, North-West, and West), the Konkan, Berar, the Central Provinces (West, Central, and East), Sind, Central India (East), and Hyderabad (South), the total rainfall of the week was less than one-tenth of an inch. In all the remaining divisions effective rainfall has been received. The heaviest average actual fall reported is 9·30 inches in Tenasserim, which is followed by 4·02 inches in North Bengal, by 2·66 inches in Lower Burma, and by 2·00 inches in Assam (Surma). The smallest effective falls are 0·10 inch in the Bombay Deccan, 0·13 inch in the submontane district of the Punjab, and 0·14 inch in Bihar, South. As mentioned above the fall, though general, was far from heavy in most places. In Tenasserim there was an excess of 3·90 inches, in North Bengal of 2·23 inches, in the North-Western Provinces (East) of 0·07 inch, in the North-Western Provinces (Submontane) of 0·14 inch, in Oudh (North) of 0·37 inch, in Mysore of 0·06 inch, in Sind of 0·02 inch, in the East Coast (North) of 0·05 inch, in the East Coast (Central) of 0·68 inch, and in the East Coast (South) of 0·12 inch. In all the remaining divisions the average actual fall was less than the average normal fall, the deficiency equaling over 3 inches in Assam (Surma), and over 1 inch in Arakan, East Bengal, Assam (Brahmaputra), and Malabar.

The columns giving the average actual and average normal rainfall for the period, March 3rd to May 18th, show that the seasonal rainfall has been in excess over Tenasserim, Chota Nagpur, the North-Western Provinces (East and Submontane), Oudh (North), the Punjab (West), Mysore, Berar, the Central Provinces (West and Central), Sind, Central India (East), the East Coast (North), Madras (Central), the East Coast (Central), and Madras (South). In all the other divisions the seasonal rainfall was normal or deficient. The most serious cases of deficiency were Khandesh, Gujarat, and Kathiawar.

The following heavy total falls of rain during the week are reported: Thaton (Amherst) 10·75 inches, Kyauktan (Pegu) 6·13 inches, Kyaiktu (Shwegyin) 5·76 inches, Pallick (Kyaukse) 5·80 inches, Patnakhally (Backergunj) 3·22 inches, Sunamgunj (Sylhet) 6·71 inches, Dhubri 4·53 inches; Matabhanga (Cooch Behar) 7·33 inches, Falakota (Jalpaiguri) 10·15 inches, Kishangunj (Purnea) 3·39 inches, Harria (Basti) 4·14 inches, Calicut 2·66 inches, Vaniyambadi (Salem) 2·53 inches, Gudibanda (Kolar) 2·60 inches, Udayagiri (Ganjam) 3·40 inches, Cuddapah 3·61 inches, Bezwada (Kistna) 5·15 inches, Vallam (Tanjore) 3·90 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 18TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO MAY 18TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 18th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim . . . . .	9'30	5'40	+ 3'90	18'92	12'05	+ 57
	Lower Burma . . . . .	2'66	3'31	— 0'65	5'94	6'61	— 10
	Central Burma . . . . .	1'68	2'03	— 0'35	5'17	4'46	+ 16
	Upper Burma . . . . .	1'16	?	?	4'28	?	?
	Arakan . . . . .	1'19	2'44	— 1'25	6'75	7'76	— 13
BENGAL AND ASSAM	Eastern Bengal . . . . .	0'55	1'65	— 1'10	9'16	11'86	— 23
	Assam (Surma) . . . . .	2'00	5'09	— 3'09	26'79	36'52	— 27
	Do. (Brahmaputra) . . . . .	1'69	2'74	— 1'05	10'17	18'37	— 45
	Deltaic Bengal . . . . .	0'44	1'02	— 0'58	5'79	8'07	— 28
	Central Bengal . . . . .	0'62	0'82	— 0'20	4'31	5'20	— 17
	North Bengal . . . . .	4'02	1'79	+ 2'23	10'48	10'13	+ 3
	Orissa . . . . .	0'39	0'69	— 0'30	4'02	4'30	— 7
	Chota Nagpur . . . . .	0'31	0'52	— 0'21	4'77	2'89	+ 65
	Bihar (South) . . . . .	0'14	0'23	— 0'09	1'01	1'34	— 25
	Do. (North) . . . . .	0'20	0'45	— 0'25	1'84	2'80	— 34
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0'18	0'11	+ 0'07	0'97	0'69	+ 41
	Do. (Submontane) (a) . . . . .	0'37	0'23	+ 0'14	1'73	1'20	+ 44
	Oudh (South) . . . . .	0'07	0'14	— 0'07	0'70	0'80	— 13
	Do. (North) . . . . .	0'58	0'21	+ 0'37	1'50	1'17	+ 28
	North-Western Provinces (Central).	0'03	0'09	— 0'06	0'46	0'64	— 28
	North-Western Provinces (West).	0	0'10	— 0'10	0'54	0'77	— 30
	North-Western Provinces (Submontane). (b)	0'26	0'31	— 0'05	2'06	2'33	— 12
PUNJAB	Punjab (South) . . . . .	0'03	0'12	— 0'09	0'53	1'00	— 47
	Do. (Central) . . . . .	0	0'15	— 0'15	0'61	1'06	— 42
	Do. (Submontane) . . . . .	0'13	0'29	— 0'16	1'37	2'04	— 33
	Do. (Hill Districts) . . . . .	0'68	0'81	— 0'13	4'15	6'14	— 32
	Do. (North-West) . . . . .	0'04	0'23	— 0'19	4'25	3'74	+ 14
	Do. (West) . . . . .	0'01	0'09	— 0'08	1'83	1'33	+ 38
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar . . . . .	0'81	1'84	— 1'03	6'75	7'06	— 4
	Madras (South Central) . . . . .	0'59	1'08	— 0'49	6'12	5'59	+ 9
	Coorg . . . . .	0'47	1'30	— 0'83	6'78	6'67	+ 2
	Mysore . . . . .	0'80	0'74	+ 0'06	5'28	3'42	+ 54
	Konkan . . . . .	0'04	0'14	— 0'10	0'61	0'56	+ 9
	Bombay Deccan . . . . .	0'10	0'30	— 0'20	1'65	1'66	— 1
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh . . . . .	0	0'17	— 0'17	0'13	0'49	— 73
CENTRAL PROVINCES AND BERAR.	Berar . . . . .	0'01	0'05	— 0'04	0'66	0'52	+ 27
	Central Provinces (West) . . . . .	0'01	0'04	— 0'03	1'02	0'65	+ 57
	Ditto (Central) . . . . .	0'05	0'08	— 0'03	1'72	1'02	+ 69
	Ditto (East) . . . . .	0'05	0'21	— 0'16	1'93	1'67	+ 16
BOMBAY (NORTH)	Gujarat . . . . .	0	0'04	— 0'04	0'02	0'09	— 78
	Kathiawar . . . . .	0	0'03	— 0'03	0	0'26	— 100
	Sind . . . . .	0'03	0'01	+ 0'02	0'62	0'40	+ 55
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0'01	0'20	— 0'19	0'78	0'46	+ 70
	Rajputana (East), Central India (West).	0	0'23	— 0'23	0'57	0'58	— 2
	Rajputana (West) . . . . .	0	0'22	— 0'22	0'36	0'53	— 32
MADRAS	East Coast (North) . . . . .	0'74	0'69	+ 0'05	3'62	2'44	+ 48
	Ditto (ditto) (a) . . . . .	0'60	0'73	— 0'13	6'20	3'30	+ 88
	Hyderabad (South) . . . . .	0'02	0'30	— 0'28	1'60	1'90	— 16
	Madras (Central) . . . . .	0'50	0'50	0	2'48	1'77	+ 40
	East Coast (Central) . . . . .	1'31	0'63	+ 0'68	2'50	1'65	+ 52
	Ditto (South) . . . . .	0'83	0'71	+ 0'12	2'23	2'88	— 23
	Madras (South) . . . . .	0'42	0'51	— 0'09	5'23	4'18	+ 25

W. L. DALLAS,

Asst. Meteorological Reporter to the  
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

SIMLA, 24th May 1895.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 18th May.*—Rainfall good and seasonable in the Circars and Central districts; moderate elsewhere, except in Bellary. Cultivation is proceeding where there has been rain. The standing crops are generally fair or good. Pasture is scarce, but fodder is sufficient, and cattle are in good condition. Prices are steady, or very slightly easier.

**Bombay.**—*For week ending 22nd May.*—Slight rain in parts of seven districts of the Presidency, but more rain is urgently required in parts of Dharwar. The standing crops are good. The harvested crops have been damaged in one taluka of Hyderabad by rain. Reaping of the late crops continues in parts of Baroda territory. Preparations for next season are general. Sowing is progressing in one taluka of Kanara. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient, and agricultural stock in good condition. Prices are normal, except in parts of two districts.

**Bengal.**—*For week ending 20th May.*—There was general rain in North Bengal, and elsewhere local showers are reported. The ploughing of the land and the sowing of the autumn crops are in progress, but more and general rain is required, especially in the Central districts of the Province. Early rice and jute are still being sown. Indigo, sugarcane, and other standing crops are doing well. The price of common rice continues almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 22nd May.*—Weather extremely hot. Showers have fallen in several districts. Threshing and winnowing of spring crops finished in places, and approaching completion elsewhere. Outturn reported below average in Farukhabad, fair in Cawnpore, and excellent in Meerut. Markets well supplied. Fodder continues insufficient in Fyzabad. Prices rising in Meerut and Farukhabad, but are generally stationary elsewhere.

**Punjab.**—*For week ending 22nd May.*—Rain has fallen in parts of the Umballa, Jullundur, Amritsar, and Shahpur districts. Harvesting of the spring crops is going on. Ploughing for the autumn crops is in progress. Sugarcane and cotton are being weeded. The condition of the standing crops is generally reported good to average. Locusts have appeared in parts of Multan and Dera Ismail Khan. No damage is reported from the former district, but the eggs are said to have been laid in the latter. The necessary steps are being taken for their destruction. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Peshawar, continue normal in Umballa, and are low elsewhere.

**Central Provinces.**—*For week ending 22nd May.*—Weather continues hot, and is occasionally cloudy with light storms. In Seoni the preparation of land for autumn sowings is being carried on. Threshing of winter crops nearly completed. Prices stationary. Imports into Damoh continue.

**Burma.**—*For week ending 18th May.*—In Upper Burma the reaping of dry-weather paddy is still in progress in some districts. Ploughing for the wet-weather paddy has commenced in Sagaing and Meiktila. In Thayetmyo cultivation of the early wet-weather paddy and maize has commenced. The

prospects of the standing crops are generally good, but the early wet-weather paddy in Mingin and Upper Chindwin has been destroyed by floods. The price of paddy has risen slightly in five districts, and considerably in two others.

**Assam.**—*For week ending 21st May.*—Weather seasonable. Sowing of early rice continues. The condition of cattle is indifferent. Fodder and water are sufficient.

**Mysore and Coorg.**—*For week ending 22nd May.*—**MYSORE:** Rain in all districts, except in parts of Shimoga. The crops and prospects are good. Prices have fallen slightly in the Bangalore and Kadur districts.

**COORG:** Rainfall very slight. Ploughing of rice and *ragi* (*Eleusine coracana*) fields continues. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 22nd May.*—**BERAR:** Weather hot. Breaking up of land for the ensuing crop is in progress. Fodder is sufficient. The water-supply is scarce in parts of the Chikhli taluka. Prices are almost steady.

**HYDERABAD:** Rainfall moderate. The water-supply is fast running short. Fodder is scarce in Aurangabad. The hot-weather crops are still being harvested in some districts. Prices are fluctuating.

**Central India.**—*For week ending 22nd May.*—Some rain fell in the districts of Gwalior. Agricultural operations are in progress in Goona, but have been completed elsewhere. The probable outturn for the whole of Central India will be fair. Cattle are in good condition, except in parts of Bhopal and Gwalior. Pasturage is good and sufficient in all districts. The price of food-grains is high in Bhopal and Goona, but is normal elsewhere.

**Rajputana.**—*For week ending 22nd May.*—Rainfall moderate in Tonk, showers in Marwar and Ulwar. Agricultural operations are satisfactory. The crops have been harvested. Land is being prepared for the autumn crops in parts. Crop prospects and agricultural stock are generally good. Fodder is failing in Dholepore, and is getting scarce in Kerowli, but is sufficient elsewhere. Prices have risen in four States and fallen in one, but are steady elsewhere.

**Kashmir.**—*For week ending 21st May.*—**KASHMIR VALLEY:** The rainfall has been moderate, but has done good to the standing spring crops. Sowings of rice and Indian-corn are still going on. Water for irrigation is ample. Prices continue normal.

**JAMMU PROVINCE:** *For week ending 22nd May.*—Slight showers have fallen during the week. Threshing of the crops is in progress. Cattle are in good condition. Prices are stationary.

**Nepal.**—*For week ending 18th May.*—Slight showers have fallen. The weather is warm. Prospects are good.

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

No.  $\frac{16}{3-6}$ .

*Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Commercial Exhibitions),—dated the 24th May, 1895.*

RESOLUTION.

The following is published for general information in continuation of the Resolution of the Department of Revenue and Agriculture, No.  $\frac{7}{3-2}$ , dated 7th March 1895.

• *Letter dated 18th April 1895, from the Secretary, London Exhibitions, Limited.*

Messrs. French and Langdale of the India Tea Growers Association propose making a collective exhibit of specimen teas from the India tea gardens, pressed leaves, and other things of interest connected with the Indian tea industry. In view of this, my Directors consider that if you could see your way, in your official capacity, to issue a letter to the growers in the various tea districts intimating this fact, by this means not only would the knowledge be properly disseminated amongst the people interested, but also the circular emanating from yourself would have great weight. I am emboldened to ask you this as it is the wish of the Company to make the forthcoming Empire of India Exhibition a thoroughly representative one, particularly in that industry which has been so fruitful a source of revenue.

Any packages that may be sent should be distinctly labelled "For the Empire of India Exhibition" and should be addressed to Messrs. French and Langdale, Customs Chambers, 14, Dunstons Hill, London, E.

ORDER.—Ordered, that the foregoing letter be published in the Supplement to the Ga-

Secretary to the Government of—  
Madras.  
Bombay.  
Bengal.  
North-Western Provinces and  
Oudh.  
Punjab.

Chief Commissioner of the—  
Central Provinces.  
Burma.  
Assam.  
Coorg.  
Ajmere.  
Resident at Hyderabad.

ment to the *Gazette of India* and forwarded to Local Governments and Administrations noted on

the margin for publication in the local Gazettes.

[True Extract.]

DENZIL IBBETSON,

*Offg. Secretary to the Government of India.*

GOVERNMENT  
DEPARTMENT OF REVENUE

STATISTICS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
<b>COTTON, RAW—</b>												
Madras . . .	...	...	...	...	483	487	...	...	...	...	483	487
Bombay . . .	...	...	...	4,28,105	5,72,452	3,59,936	...	...	...	4,28,105	5,72,452	3,59,936
Sind . . .	...	...	...	...	...	...	29,355	85,887	40,058	29,355	85,887	40,058
Bengal . . .	16,707	7,241	5,528	...	...	...	...	...	...	16,707	7,241	5,528
N.-W. P. & O. . .	36,848	63,738	39,283	33,916	45,794	49,598	...	...	...	36,848	63,738	39,283
Punjab . . .	13,093	12,020	13,645	14,527	11,033	7,404	39,291	46,801	27,874	13,093	12,020	13,645
Cent. Provs. . .	973	2,264	3,369	13,404	26,205	30,335	...	...	...	973	2,264	3,369
Berar . . .	48	475	4,099	1,02,354	1,88,790	2,00,717	...	...	...	48	475	4,099
Assam . . .	9,176	7,799	3,342	...	...	...	...	...	...	9,176	7,799	3,342
Raj. & C. I. . .	2,271	7,150	17,075	1,42,866	1,93,031	1,76,164	...	...	...	2,271	7,150	17,075
Nizam's Terry. . .	...	...	...	291	11	15	...	...	...	291	11	15
Mysore . . .	...	...	...	...	...	78	...	...	...	...	...	78
<b>TOTAL</b>	<b>79,116</b>	<b>1,00,687</b>	<b>86,341</b>	<b>7,35,523</b>	<b>10,38,399</b>	<b>8,16,134</b>	<b>68,646</b>	<b>1,32,688</b>	<b>67,932</b>	<b>8,83,283</b>	<b>12,71,774</b>	<b>9,70,407</b>
<b>WHEAT—</b>												
Madras . . .	...	...	...	...	...	140	...	...	...	...	...	140
Bombay . . .	...	...	...	2,77,652	1,65,362	1,74,677	...	...	...	2,77,652	1,65,362	1,74,677
Sind . . .	...	...	...	...	...	...	40,956	1,41,008	1,18,870	40,956	1,41,008	1,18,870
Bengal . . .	10,640	12,646	4,412	...	...	...	...	...	...	10,640	12,646	4,412
N.-W. P. & O. . .	1,20,620	1,27,844	2,01,213	27,008	247	3,676	...	...	...	1,20,620	1,27,844	2,01,213
Punjab . . .	...	53,427	35,248	...	73,776	1,24,622	13,257	4,82,319	4,30,389	...	53,427	35,248
Cent. Provs. . .	23,488	2,733	122	1,87,942	1,09,510	45,443	...	...	...	23,488	2,733	122
Berar . . .	...	...	...	685	4,264	1,672	...	...	...	...	...	...
Assam . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . .	...	...	...	60,047	25,583	19,017	...	...	...	60,047	25,583	19,017
Nizam's Terry. . .	...	...	...	452	...	...	...	...	...	452	...	...
Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>1,54,757</b>	<b>1,96,650</b>	<b>2,40,995</b>	<b>5,53,786</b>	<b>3,78,742</b>	<b>3,69,247</b>	<b>54,213</b>	<b>6,23,327</b>	<b>5,49,259</b>	<b>7,62,756</b>	<b>11,98,719</b>	<b>11,59,501</b>
<b>LINSEED—</b>												
Madras . . .	...	...	...	22,247	45,071	28,275	...	...	...	22,247	45,071	28,275
Bombay . . .	...	...	...	3,12,928	5,21,952	4,26,272	...	...	...	3,12,928	5,21,952	4,26,272
Sind . . .	...	...	...	...	...	...	...	426	...	...	426	...
Bengal . . .	3,56,620	4,01,567	2,12,682	...	...	...	...	...	...	3,56,620	4,01,567	2,12,682
N.-W. P. & O. . .	51,020	77,487	8,793	2,301	31,803	521	...	...	...	51,020	77,487	8,793
Punjab . . .	...	686	...	33	...	...	12	45	...	...	686	...
Cent. Provs. . .	10,087	1,67,289	10,850	2,54,556	4,49,255	1,36,498	...	...	...	10,087	1,67,289	10,850
Berar . . .	...	3,017	...	2,31,041	4,68,780	1,68,985	...	...	...	...	3,017	...
Assam . . .	276	...	132	...	...	...	...	...	...	276	...	132
Raj. & C. I. . .	17,495	43,764	1,986	59,662	2,26,927	10,173	...	...	...	17,495	43,764	1,986
Nizam's Terry. . .	...	...	...	74,239	1,71,218	1,27,666	...	...	...	...	...	...
Mysore . . .	...	...	...	...	84	211	...	...	...	...	...	211
<b>TOTAL</b>	<b>4,35,498</b>	<b>6,93,810</b>	<b>2,34,443</b>	<b>9,57,607</b>	<b>19,15,090</b>	<b>8,98,601</b>	<b>12</b>	<b>471</b>	<b>...</b>	<b>13,93,117</b>	<b>26,09,371</b>	<b>11,33,044</b>
<b>INDIGO—</b>												
Madras . . .	...	...	...	49	67	230	...	...	...	49	67	230
Bombay . . .	...	...	...	4	102	91	...	...	...	4	102	91
Sind . . .	...	...	...	21	...	...	311	739	417	332	739	417
Bengal . . .	37	11	154	...	...	...	...	...	...	37	11	154
N.-W. P. & O. . .	...	80	24	141	61	...	...	...	...	...	80	24
Punjab . . .	...	...	6	...	...	...	128	309	552	128	309	552
Cent. Provs. . .	...	...	...	1	3	...	...	...	...	1	3	...
Berar . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. . .	...	...	...	6	32	70	...	...	...	6	32	70
Nizam's Terry. . .	...	...	...	...	...	4	...	...	...	...	...	4
Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>37</b>	<b>91</b>	<b>184</b>	<b>222</b>	<b>265</b>	<b>395</b>	<b>439</b>	<b>1,048</b>	<b>969</b>	<b>698</b>	<b>1,404</b>	<b>1,548</b>



OF INDIA.  
AND AGRICULTURE.

## ICS.

## LINSEED, AND INDIGO.

Bombay Town and Karachi, during the month of March 1895, and from 1st January to 31st March 1895, periods of the years 1893 and 1894.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.

Calcutta.			Bombay Town.			Karachi.			TOTAL.			Articles, and whence exported.
1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.	
14	15	16	17	18	19	20	21	22	23	24	25	26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
...	...	...	...	2,209	1,369	...	...	...	...	2,209	1,369	COTTON, RAW— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	242	...	10,04,928	13,23,831	8,57,867	...	...	...	10,04,928	13,24,073	8,57,867	
...	...	...	...	...	...	72,403	1,86,931	1,06,199	72,403	1,86,931	1,06,199	
39,727	20,825	18,943	10	...	...	...	...	...	39,746	20,825	18,943	
1,01,153	2,75,977	98,104	1,69,438	2,19,648	1,26,656	...	...	...	2,70,591	4,95,625	2,24,760	
25,558	35,849	24,445	50,075	53,483	31,116	1,21,593	1,18,986	89,313	2,03,226	2,08,318	1,44,874	
1,519	6,373	4,485	61,671	83,889	80,730	...	...	...	63,190	90,262	85,215	
284	4,034	9,417	4,71,626	7,50,542	5,85,654	...	...	...	4,71,910	7,54,576	5,95,071	
21,333	17,794	4,227	...	...	...	...	...	...	21,333	17,794	4,227	
4,854	16,754	19,816	3,84,864	4,47,895	3,71,166	...	...	...	3,89,718	4,04,049	3,90,982	
...	...	...	1,362	409	1,625	...	...	...	1,362	409	1,625	
...	...	...	364	40	78	...	...	...	364	40	78	
1,04,428	3,77,848	1,79,437	21,50,347	28,81,946	20,56,261	1,93,996	3,05,917	1,95,512	25,38,771	35,65,711	24,31,210	TOTAL.
...	...	...	...	86	140	...	...	...	...	86	140	WHEAT— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	...	...	4,03,039	2,40,259	3,56,479	...	...	...	4,03,039	2,40,259	3,56,479	
...	...	...	...	...	...	1,51,408	4,90,016	3,05,672	1,51,408	4,90,016	3,05,672	
64,810	26,930	13,372	...	...	...	...	...	...	64,810	26,930	13,372	
1,03,628	3,28,536	5,00,500	1,13,984	1,118	3,679	...	...	...	5,07,612	3,29,654	5,04,179	
...	1,75,424	1,00,150	12,250	1,57,119	1,37,506	40,275	13,34,155	13,63,743	52,525	16,66,698	10,07,399	
74,585	27,419	16,360	8,07,045	5,06,079	95,409	...	...	...	8,81,630	5,33,498	1,11,709	
...	...	64	12,860	4,332	2,563	...	...	...	12,860	4,332	2,627	
...	...	...	...	...	...	...	...	...	...	...	...	
1,856	...	...	2,31,851	2,15,067	43,784	...	...	...	2,33,707	2,15,067	43,784	
...	...	...	452	...	17	...	...	...	452	...	17	
...	...	...	...	...	...	...	...	...	...	...	...	
534,879	5,58,309	6,36,446	15,81,481	11,24,060	6,39,577	1,91,683	18,24,171	17,29,415	23,08,043	35,06,540	30,05,438	TOTAL.
...	...	...	25,367	68,717	50,252	...	...	...	25,367	68,717	50,252	LINSEED— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	...	...	4,83,976	8,91,323	7,71,374	...	...	...	4,83,976	8,91,323	7,71,374	
...	...	...	...	...	...	...	550	...	...	550	...	
6,03,687	6,87,025	3,08,485	...	...	...	...	...	...	6,03,687	6,87,025	3,08,485	
66,655	1,82,159	26,918	4,817	37,786	4,924	...	...	...	71,472	2,19,945	31,842	
...	686	...	33	...	...	12	611	82	45	1,297	82	
15,149	2,31,334	11,938	3,75,598	5,87,095	1,93,272	...	...	...	3,90,747	8,18,429	2,05,210	
...	4,530	...	3,43,933	9,31,287	3,68,931	...	...	...	3,43,933	9,35,817	3,68,931	
1,322	909	3,730	...	...	...	...	...	...	1,322	909	3,730	
18,929	60,172	4,461	88,472	2,53,831	38,377	...	...	...	1,07,401	3,14,003	42,838	
...	...	...	1,88,592	3,53,088	3,15,471	...	...	...	1,88,592	3,53,088	3,15,471	
...	...	...	18	86	216	...	...	...	18	86	216	
505,742	11,66,815	3,55,532	15,10,806	31,23,213	17,42,817	12	1,161	82	20,16,560	42,91,189	20,98,431	TOTAL.
...	...	...	655	747	543	...	...	...	655	747	543	INDIGO— Madras. Bombay. Sind. Bengal. N.-W. P. & O. Punjab. Cent. Provs. Berar. Assam. Raj. & C. I. Nizam's Terry. Mysore.
...	...	...	347	370	389	...	...	...	347	370	389	
...	...	...	21	...	...	4,300	1,710	2,277	4,321	1,710	2,277	
6,161	6,560	21,750	...	...	4	...	...	...	6,161	6,560	21,754	
546	3,144	5,803	141	135	2	...	...	...	687	3,279	5,805	
...	248	1,942	3	1	2	1,763	1,037	1,739	1,766	1,286	3,683	
...	...	...	2	3	...	...	...	...	2	3	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
6,707	9,052	29,519	1,740	1,876	1,298	6,063	2,747	4,016	14,510	14,575	34,833	TOTAL.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 12TH MAY 1894, AND FROM 1ST JANUARY TO 11TH MAY 1895.

N.B. — As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1894.	WEEK ENDING 12TH MAY 1894.			WEEK ENDING 11TH MAY 1895.			Earnings from 1st January to 12th May 1894.	Earnings from 1st January to 11th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			Total.	Per mile open per week.		Total.	Per mile open per week.				
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—											
East Indian . . . . .	655	1,683	11,88,547	706	1,687	11,96,382	709	2,16,18,002	2,12,93,397	...	3,24,605
Bengal-Nagpur . . . . .	189	862	1,50,574	175	862	1,67,967	195	33,87,500	34,17,504	30,004	...
Indian Midland (a) . . . . .	162	752	1,33,696	178	752	99,979	129	23,85,000	20,15,143	...	3,69,857
Bezwada extension . . . . .	108	21	2,469	118	21	1,972	94	41,063	54,184	13,121	...
Metre gauge—											
Rajputana-Malwa (b) . . . . .	324	1,719	6,40,062	372	1,790	5,70,930	319	1,05,52,421	1,03,73,588	...	2,28,832
Palampur-Deesa . . . . .	47	17	844	50	17	910	54	15,013	18,152	2,539	...
South Indian . . . . .	143	1,042	1,53,170	147	1,042	1,90,192	183	26,49,767	30,83,942	4,34,175	...
Mayavaram-Mutpet . . . . .	61	54	4,136	77	54	4,502	83	(c) 18,366	75,849	57,543	...
Southern Mahratta (d) . . . . .	115	1,165	1,61,039	138	1,165	1,79,377	154	24,28,023	26,43,345	2,15,322	...
Bengal and North-Western (e) . . . . .	162	756	1,36,065	180	756	1,17,390	155	23,13,552	23,51,047	37,495	...
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	88	231	20,098	87	231	19,389	84	3,93,875	3,91,586	...	2,289
TOTAL	286	8,302	25,90,700	312	8,377	25,45,090	304	1,58,03,181	1,56,67,797	...	1,35,384
State lines worked by the State.											
Standard gauge—											
North Western (state) (f) . . . . .	255	2,507	5,73,361	229	2,511	6,41,516	255	1,22,02,201	1,30,70,788	8,68,588	...
Oudh and Rohilkhand (state) . . . . .	287	741	2,42,890	328	797	2,22,544	279	49,74,149	43,58,925	2,84,776	...
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	281	813	1,84,459	227	813	2,04,970	252	44,00,365	47,54,941	3,54,576	...
Bengal Central (g) . . . . .	126	125	14,997	120	125	17,030	136	2,91,661	3,21,021	29,360	...
East Coast (state) . . . . .	107	266	32,104	121	397	45,901	116	4,98,364	7,01,947	2,03,583	...
Metre gauge—											
Burma (state) . . . . .	199	730	1,21,057	166	746	1,57,704	212	29,52,518	30,51,247	98,729	...
Special gauges—											
Jorhat (state provincial) . . . . .	44	25	1,339	54	28	2,319	83	21,235	24,153	2,918	...
Cherra-Companyganj (state provincial) . . . . .	60	8	570	71	8	142	18	8,949	10,382	1,433	...
TOTAL	244	5,215	11,70,777	225	5,425	12,92,276	238	2,44,49,441	2,62,93,404	18,43,963	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (h) . . . . .	596	1,490	9,01,546	605	1,490	7,82,431	575	1,79,70,718	1,48,23,561	...	31,56,157
Bombay, Baroda and Central India . . . . .	801	461	4,62,663	1,004	461	5,32,000	1,154	69,33,468	74,59,054	5,26,186	...
Madras . . . . .	237	840	1,89,655	246	840	2,16,465	258	36,85,605	40,39,410	3,53,715	...
TOTAL	522	2,791	15,54,164	557	2,791	15,30,896	549	2,85,98,881	2,63,22,625	...	22,76,256
TOTAL (GUARANTEED AND STATE)	313	16,308	53,15,641	326	16,591	53,69,162	324	3,88,51,503	3,82,83,826	...	5,67,677
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka . . . . .	167	161	21,248	132	161	23,858	148	5,50,810	5,36,681	...	14,129
Tarkessur . . . . .	308	22	6,856	312	22	6,823	310	1,35,552	1,32,573	...	2,979
Metre gauge—											
Rohilkund and Kumaon (Company's section) . . . . .	149	67	10,217	152	66	11,155	169	1,88,777	1,39,321	...	49,456
Bengal Doonars . . . . .	80	32	1,901	59	36	2,420	67	38,918	54,966	16,048	...
Dibru-Sadiya . . . . .	133	78	10,732	138	78	10,087	129	2,05,953	2,22,012	16,059	...
Special gauge—											
Darjeeling-Himalayan . . . . .	232	51	14,639	287	51	20,661	405	2,10,705	2,37,175	26,470	...
TOTAL	160	411	65,593	160	414	75,004	181	13,30,715	13,22,728	...	7,987
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state . . . . .	185	333	64,870	195	333	75,850	228	11,16,993	12,81,874	1,64,891	...
The Gaekwar's Petlad . . . . .	112	13	2,320	178	13	1,610	124	27,375	26,055	...	1,320
Rajpura-Bhatinda . . . . .	192	108	17,437	161	108	19,622	182	3,17,244	5,83,797	2,66,553	...
Kolar Gold-fields . . . . .	306	...	...	...	10	3,254	325	...	46,356	46,356	...
Metre gauge—											
Southern Mahratta (Mysore section) (i) . . . . .	88	362	33,625	93	362	36,852	102	5,78,114	6,03,312	25,198	...
The Gaekwar's Malsana . . . . .	98	93	7,993	86	93	8,390	90	1,75,156	1,45,979	...	29,477
Kolhapur . . . . .	92	29	2,505	88	29	2,618	90	52,631	45,750	...	6,881
Special gauge—											
The Gaekwar's Dabhoi . . . . .	81	72	6,562	91	72	7,340	102	1,15,727	96,968	...	24,759
Cooch Behar . . . . .	30	22	956	43	22	820	37	12,205	21,697	9,492	...
TOTAL	130	1,032	1,36,327	132	1,042	1,56,356	150	23,95,435	28,45,488	4,50,053	...
Lines owned and worked by native states.											
Metre gauge—											
Bhavnagar-Gondal-Junagarh-Porbandar . . . . .	131	334	53,573	160	334	65,178	195	8,73,667	8,48,265	...	25,402
Jetalsar-Rajkot . . . . .	68	46	3,246	71	46	4,047	88	59,857	69,818	9,961	...
Jodhpur-Bikaner . . . . .	75	364	27,852	77	364	18,200	50	5,28,774	4,19,293	...	1,09,481
Special gauge—											
Morvi . . . . .	71	94	7,707	82	94	11,796	125	1,27,080	1,38,870	11,781	...
TOTAL	97	818	92,378	110	838	99,221	118	15,80,387	14,76,246	...	1,13,141
GRAND TOTAL	200	18,589	56,09,949	302	18,887	56,90,743	302	10,41,67,040	10,30,28,288	...	2,38,752

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 12th May 1894.

(d) Includes the Guntakal Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(i) Includes the Mysore-Nannigeri and the Mysore-Mysore



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. V of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 12TH MAY 1894.				WEEK ENDING 11TH MAY 1895.				Earnings from 1st April to 12th May 1894.	Earnings from 1st April to 11th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Standard gauge—													
East Indian . . . . .	602	1,683	11,88,547	706	1,687	11,96,382	709	70,64,744	69,59,513	...	1,05,231		
Bengal-Nagpur . . . . .	149	862	1,50,574	175	862	1,67,967	195	10,30,263	9,43,684	...	86,579		
Indian Midland (a) . . . . .	132	752	1,33,696	178	752	96,979	129	8,30,831	5,84,717	...	2,46,134		
Bezwada Extension . . . . .	95	21	2,469	118	21	1,972	94	14,074	15,118	444	...		
Metre gauge—													
Rajputana-Malwa (b) . . . . .	261	1,719	6,40,062	372	1,790	5,70,030	319	36,68,714	32,33,286	...	4,35,428		
Palampur-Deesa . . . . .	41	17	844	50	17	910	54	5,473	6,953	1,480	...		
South Indian . . . . .	144	1,042	1,53,170	147	1,042	1,90,192	183	9,07,795	10,36,942	1,29,144	...		
Máyavaram-Mutpet . . . . .	...	54	4,136	77	54	4,502	83	18,306	(c) 28,250	9,944	...		
Southern Mahratta (d) . . . . .	100	1,165	1,61,039	138	1,165	1,79,377	154	8,82,342	9,68,058	85,716	...		
Bengal and North-Western (e) . . . . .	132	756	1,36,065	180	756	1,17,390	155	8,92,253	7,38,809	...	1,23,444		
Rohilkund and Kumaon (Lucknow-Bareilly section) . . . . .	67	231	20,098	87	231	19,386	84	1,30,889	1,15,973	...	14,966		
TOTAL . . . . .	250	8,302	25,90,700	312	8,377	25,45,990	304	1,54,16,307	1,46,31,253	...	7,85,054		
State lines worked by the State.													
Standard gauge—													
North Western (state) (f) . . . . .	232	2,507	5,73,361	229	2,511	6,41,516	255	38,75,072	41,64,923	2,89,851	...		
Oudh and Rohilkhand (state) . . . . .	242	741	2,42,890	328	797	2,22,544	279	14,48,778	11,99,289	...	2,49,489		
Eastern Bengal (state) (including metre and 2' 6" gauges) . . . . .	309	813	1,84,459	227	813	2,04,070	252	12,09,652	12,58,310	48,658	...		
Bengal Central (g) . . . . .	120	125	14,997	120	125	17,030	136	90,824	97,076	6,252	...		
East Coast (state) . . . . .	71	266	32,104	121	397	45,961	116	17,4,699	2,58,634	83,935	...		
Metre gauge—													
Burma (state) . . . . .	171	730	1,21,057	166	746	1,57,794	212	7,36,614	8,33,881	97,267	...		
Special gauges—													
Jorhat (state provincial) . . . . .	49	25	1,339	54	28	2,319	83	6,843	7,888	1,045	...		
Cherra-Companyganj (state provincial) . . . . .	54	8	570	71	8	142	18	2,978	2,421	...	557		
TOTAL . . . . .	226	5,215	11,70,777	225	5,425	12,92,276	238	75,45,460	78,22,422	2,76,962	...		
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h) . . . . .	510	1,490	9,01,546	605	1,490	7,82,431	525	57,28,395	45,83,969	...	11,44,426		
Bombay, Baroda and Central India . . . . .	638	461	4,62,063	1,004	461	5,32,000	1,154	26,81,470	29,11,420	2,20,959	...		
Madras . . . . .	238	840	1,89,655	226	840	2,16,465	258	11,57,070	12,34,373	77,303	...		
TOTAL . . . . .	440	2,791	15,54,164	557	2,791	15,30,896	549	95,66,935	87,29,771	...	8,37,164		
TOTAL (GUARANTEED AND STATE) . . . . .	277	16,308	53,15,641	326	16,593	53,69,162	324	3,25,28,702	3,11,83,446	...	13,45,256		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka . . . . .	148	161	21,248	132	161	23,858	148	2,26,604	1,65,725	...	60,969		
Tarkessur . . . . .	253	22	6,856	312	22	6,823	340	50,582	49,145	...	4,437		
Metre gauge—													
Rohilkund and Kumaon (Company's section) . . . . .	137	67	10,217	152	66	11,155	169	64,276	50,639	...	4,637		
Bengal Doonars . . . . .	77	32	1,901	59	36	2,420	67	10,217	16,197	5,980	...		
Dibru-Sadiya . . . . .	130	78	10,732	138	78	10,087	129	67,487	66,407	...	1,080		
Special gauge—													
Darjeeling-Himalayan . . . . .	238	51	14,639	287	51	20,661	405	78,663	88,221	9,558	...		
TOTAL . . . . .	155	411	65,593	160	414	75,004	181	4,97,919	4,42,334	...	55,585		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state . . . . .	158	333	64,879	195	333	75,850	228	3,89,477	4,07,583	18,106	...		
The Gaekwar's Pettād . . . . .	92	13	2,320	178	13	1,610	124	10,853	8,533	...	2,320		
Rájpura-Bhatinda . . . . .	129	108	17,437	161	108	19,622	182	1,02,849	1,06,227	3,378	...		
Kolar Gold-fields . . . . .	...	...	...	...	10	3,254	325	...	14,153	14,153	...		
Metre gauge—													
Southern Mahratta (Mysore section) (i) . . . . .	95	362	33,625	93	362	36,852	102	1,86,809	1,86,483	...	326		
The Gaekwar's Mehsána . . . . .	75	93	7,993	86	93	8,390	90	55,577	46,557	...	9,020		
Kolhápúr . . . . .	77	29	2,565	88	29	2,618	90	22,112	16,280	...	5,832		
Special gauges—													
The Gaekwar's Dabhoi . . . . .	67	72	6,562	91	72	7,340	102	43,004	38,066	...	4,938		
Cooch Behar . . . . .	20	22	956	43	22	820	37	6,544	4,657	...	887		
TOTAL . . . . .	114	1,032	1,36,337	131	1,042	1,56,356	150	8,16,225	8,29,439	13,214	...		
Lines owned and worked by native states.													
Metre gauge—													
Bhánagar-Gondal-Junágarh-Porbandar . . . . .	118	334	53,573	160	334	65,178	195	3,19,352	3,37,304	17,952	...		
Jetalsar-Rájkot . . . . .	60	46	3,246	71	46	4,047	88	21,308	24,710	3,402	...		
Jodhpur-Bickaneer . . . . .	54	364	27,852	77	364	18,200	50	1,72,941	1,18,893	...	54,048		
Special gauge—													
Morvi . . . . .	67	94	7,707	82	94	11,796	125	41,670	54,062	12,392	...		
TOTAL . . . . .	81	838	92,378	110	838	99,221	118	5,55,271	5,34,969	...	20,302		
GRAND TOTAL . . . . .	256	18,580	56,09,949	302	18,887	56,99,743	312	3,43,98,117	3,29,90,188	...	14,07,929		

\* Figures for 1894-95 are not yet available.

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 12th May 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amraoti railways.

(i) Includes the Mysore-Najangúd and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,

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*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2<sup>nd</sup> HALF OF MARCH 1895.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.																													
Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia glauca</i> ).		MARUA OR RAGI ( <i>Hemina coriacea</i> ).		KANGNI OR KARUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR TURU, CADIAN PEA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.				
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Burma—																													
Tenasserim—																													
Mergel	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Tavoy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Moulmein and Amherst	7 0	7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Pegu (delimited)—																													
Pegu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Rangoon	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Thungwa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Bassien	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Pegu (inland)—																													
Shwegyin	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Tharavaddy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Henzada	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Prome	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Toungoo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Thayetyingy	10 5	10 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Upper Burma—																													
Nandalay	12 9	13 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Bamo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Pakokku	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Meiktila	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Arakan—																													
Sandoway	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Kyauhpada	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Akyab	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Assam—																													
Surma—																													
Sylhet	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Cachar	7 8	7 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Khasi and Jaintia Hills	5 14	5 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Garo Hills	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Brahmaputra—																													
Goalpara	15 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Kamrup	9 8	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Darrang	9 0	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Nowrang	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Sivasagar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Talukhwar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Bengal—																													
Eastern Hill tracts—																													



[illegible]

(a) Not stated.

\* Kalai.

## RETAIL PRICES FOR THE 2ND HALF OF MARCH 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia spicata</i> ).		MARUA OR BAGI ( <i>Eleusine coracana</i> ).		KANGRI OR KAKHRI, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA ( <i>Cicer arietinum</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADIAN PRA ( <i>Cajanus indicus</i> ).		FIREWOOD.		SALT.		
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	
Bengal—continued.																											
Bihar, south—																											
Monghyr.	18 8	18 0	12 0	12 0	11 0	10 8	14 0	14 0	...	...	...	...	...	...	...	...	15 0	15 0	18 0	18 0	13 8	13 0	160 0	160 0	10 0	10 0	
Gaya.	19 0	19 0	13 0	13 0	11 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	16 8	16 8	19 0	19 0	14 0	13 8	140 0	140 0	10 8	10 8	
Fatna.	13 8	12 8	22 8	18 8	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	19 0	19 0	140 0	140 0	10 8	10 8	
and	15 0	15 0	25 0	26 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	22 0	21 0	25 0	23 0	20 0	21 0	130 0	130 0	11 0	11 0	
Shahabad.	17 0	18 0	20 0	16 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	20 0	15 0	20 0	20 0	20 0	20 0	120 0	120 0	10 8	10 0	
Bihar, north—																											
Purnea.	13 0	13 0	23 15	...	16 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	320 0	320 0	10 0	10 0	
Rohat.	14 8	13 14	18 0	17 15	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	18 15	18 4	20 3	20 3	17 10	15 3	151 8	151 8	10 1	10 0	
Darbhanga.	13 4	13 0	18 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	13 8	13 0	22 0	22 0	14 0	13 8	160 0	160 0	10 0	10 0	
Muzaffarpur.	11 0	12 0	20 0	20 0	8 0	8 0	15 11	14 8	...	...	...	...	...	...	...	...	17 0	15 0	24 0	22 0	17 0	15 0	160 0	160 0	11 0	11 0	
Saran.	14 0	14 0	21 0	23 0	10 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	19 8	19 0	22 0	21 0	19 0	16 0	160 0	160 0	10 8	10 8	
Champaran.	13 8	14 0	23 0	23 0	8 8	8 8	16 0	16 0	...	...	...	...	...	...	...	...	16 0	17 0	25 8	24 8	14 4	14 8	180 0	180 0	10 8	10 8	
N.W. Provinces—																											
Eastern—																											
Mirzapur.	13 0	12 0	18 0	16 0	6 0	6 0	13 0	13 0	...	...	...	...	...	...	...	...	19 0	17 0	16 8	16 8	21 0	16 8	90 0	100 0	9 0	9 0	
Benares.	14 1	14 14	19 0	18 0	7 12	7 12	12 3	12 3	...	...	...	...	...	...	...	...	17 1	16 15	20 11	19 6	15 3	15 3	110 0	110 0	9 4	9 4	
Ghazipur.	14 4	12 8	19 0	18 0	7 12	7 12	15 0	15 0	...	...	...	...	...	...	...	...	17 8	16 8	17 0	17 0	18 0	16 8	160 0	160 0	9 8	9 8	
Jaunpur.	15 0	12 4	19 8	15 8	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	18 0	15 0	...	...	...	...	160 0	160 0	9 8	9 8	
Allahabad.	12 8	12 8	19 8	20 0	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	22 8	21 8	...	...	...	...	80 0	80 0	10 0	10 0	
Central—																											
Banda.	14 8	13 0	25 0	19 0	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	23 8	20 0	...	...	...	...	180 0	180 0	10 0	10 0	
Fatehpur.	14 4	13 4	19 8	18 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	20 0	18 0	...	...	...	...	160 0	160 0	10 0	10 0	
Hanapur.	17 8	15 8	21 0	19 0	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	24 8	20 8	...	...	...	...	140 0	140 0	10 0	10 0	
Jalau.	15 0	15 0	23 0	19 0	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	24 0	19 0	18 0	18 0	24 0	24 0	100 0	100 0	11 0	11 0	
Cannore.	20 0	18 8	23 0	21 8	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	20 0	23 0	23 0	21 0	22 8	20 8	140 0	140 0	11 12	11 12	
Etawah.	17 4	16 14	20 14	18 12	5 0	5 0	12 0	12 0	...	...	...	...	...	...	...	...	21 0	22 8	24 4	21 8	24 4	23 0	160 0	160 0	10 0	10 0	
Faukhatalad.	16 8	15 8	23 8	21 0	6 13	6 13	12 4	12 4	...	...	...	...	...	...	...	...	21 0	20 8	...	...	...	...	130 0	130 0	10 0	10 0	
Mainpuri.	19 0	18 8	21 8	21 8	4 8	4 8	11 0	11 0	...	...	...	...	...	...	...	...	22 0	22 8	20 8	20 8	22 8	22 0	160 0	160 0	11 0	10 12	
Etah.	20 8	18 8	28 8	24 8	6 0	6 0	11 8	11 8	...	...	...	...	...	...	...	...	19 8	19 8	24 8	23 8	18 8	17 8	120 0	120 0	11 8	11 8	
Western—																											
Jhansi.	16 4	15 9	23 0	23 0	9 12	9 12	12 4	12 4	...	...	...	...	...	...	...	...	22 12	21 3	...	...	...	...	160 0	160 0	11 0	11 0	
Agra.	16 0	15 8	26 0	23 0	5 0	5 0	9 0	9 0	...	...	...	...	...	...	...	...	25 8	24 0	22 0	22 0	13 0	13 0	95 0	95 0	11 8	11 8	
Muttra.	17 0	16 8	27 0	24 0	7 8	7 8	10 8	10 8	...	...	...	...	...	...	...	...	26 8	27 8	...	...	...	...	120 0	120 0	12 0	12 0	
Aligarh.	18 0	17 8	26 0	22 12	6 0	6 0	10 8	10 8	...	...	...	...	...	...	...	...	17 0	16 0	19 4	19 4	22 8	22 4	140 0	140 0	11 8	11 8	
Bulandshahr.	21 4	20 4	29 0	25 0	6 0	6 0	9 0	9 0	...	...	...	...	...	...	...	...	25 8	26 4	21 0	20 0	16 0	20 0	120 0	120 0	11 4	11 0	
Sub-montane—																											
Balia.	14 8	14 8	18 0	18 0	9 0	9 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	18 0	19 0	19 0	18 0	18 0	115 0	115 0	11 0	11 0	
Azamgarh.	13 4	13 4	17 12	17 0	7 8	7 8	13 4	13 4	...	...	...	...	...	...	...	...	17 12	17 0	20 10	20 10	13 5	11 14	177 0	177 0	9 13	9 13	
Gorakhpur.	11 4	11 4	17 2	17 2	8 8	8 8	13 15	13 15	...	...	...	...	...	...	...	...	17 2	15 12	17 9	17 9	16 3	14 13	160 0	160 0	9 10	9 10	
Basti.	13 8	13 8	20 0	18 0	9 0	9 0	12 8	12 8	...	...	...	...	...	...	...	...	17 0	16 0	19 0	19 0	16 0	16 0	160 0	160 0	10 0	10 0	
Shahjahanpur.	16 0	16 0	22 0	22 0	7 4	7 4	13 4	13 4	...	...	...	...	...	...	...	...	22 0	21 0	22 4	22 4	20 4	20 4	120 0	120 0	10 12	10 12	
Budaun.	17 0	17 0	24 0	24 0	6 0	6 0	12 0	12 0	...	...	...	...	...	...	...	...	21 8	21 8	20 0	20 0	20 0	20 0	144 0	144 0	10 8	10 8	
Faizabad.	17 0	17 0	24 0	24 0	6 0	6 0	12 0	12 0	...	...	...	...	...	...	...	...	21 8	21 8	20 0	20 0	20 0	20 0	144 0	144 0	10 8	10 8	





## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Rice, Best Sort.		Rice, Common.		Jawar or Cholam (Sorghum vulgare).		Bajra or Cumbu (Pennisetia spicata).		Marua or Ragi (Eleusine coracana).		Kargunt or Italian Millet (Setaria italica).		Gram, Cholla, Kadali or Sunaga (Cicer arvense).		Maize (Zea Mays).		Arhar, or Tur, Cadian Tea (Cassia indica).		Firewood.		Salt.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—																								
Southern—																								
Ferozepore	21 0	22 0	36 0	35 0	12 0	12 0	39 0	30 0	25 0	25 0	15 0	15 0	15 0	15 0	36 0	35 0	27 0	27 0	11 0	11 0	100 0	100 0	10 8	10 8
Montgomery	21 0	22 0	32 0	32 0	10 0	10 0	27 0	20 0	19 0	19 0	15 0	15 0	15 0	15 0	36 0	35 0	32 0	31 0	8 0	8 0	100 0	100 0	12 4	12 4
Central—																								
Gurgaon	21 0	21 0	31 0	30 0	9 0	9 0	22 0	22 0	23 0	23 0	16 0	16 0	16 0	16 0	29 0	30 0	20 0	20 0	22 0	22 0	100 0	100 0	10 0	10 0
Delhi	20 0	19 0	25 0	25 0	12 0	12 0	20 0	20 0	21 0	21 0	16 0	16 0	16 0	16 0	29 0	30 0	20 0	20 0	23 0	23 0	70 0	70 0	11 0	11 0
Rohatak	19 0	19 0	30 0	30 0	12 0	12 0	24 0	24 0	20 0	20 0	16 0	16 0	16 0	16 0	32 0	32 0	25 0	25 0	15 0	15 0	120 0	120 0	10 8	10 8
Karnal	20 0	19 0	30 0	30 0	11 0	11 0	25 0	25 0	21 0	21 0	16 0	16 0	16 0	16 0	32 0	32 0	32 0	32 0	9 0	9 0	85 0	85 0	13 0	13 0
Lahore	21 0	22 0	42 0	44 0																				
Sub-montane—																								
Ambala	21 0	21 0	30 0	30 0	12 0	12 0	28 0	28 0	20 0	20 0	16 0	16 0	16 0	16 0	30 0	30 0	28 0	28 0	13 0	13 0	120 0	120 0	12 12	12 12
Ludhiana	24 0	25 0	36 0	37 0	13 0	13 0	27 0	27 0	23 0	23 0	17 0	17 0	17 0	17 0	33 0	34 0	34 0	31 0	13 0	13 0	110 0	110 0	13 0	13 0
Jullundur	24 0	24 0	30 0	30 0	10 0	10 0	20 0	20 0	20 0	20 0	16 0	16 0	16 0	16 0	29 0	29 0	29 0	25 0	10 0	10 0	80 0	80 0	12 8	12 8
Hoshiarpur	23 0	20 0	32 0	32 0	12 0	12 0	28 0	28 0	20 0	20 0	16 0	16 0	16 0	16 0	29 0	29 0	29 0	25 0	10 0	10 0	110 0	110 0	12 8	12 8
Gurdaspur	26 0	26 0	32 0	32 0	11 0	11 0	22 0	22 0	24 0	24 0	16 0	16 0	16 0	16 0	29 0	29 0	29 0	25 0	10 0	10 0	100 0	100 0	12 0	12 0
Amritsar	23 0	23 0	41 0	43 0																				
Hills—																								
Simla	12 0	14 0	16 0	18 0	8 0	8 0	16 0	16 0	13 0	14 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	9 0	9 0	90 0	90 0	9 0	9 0
Kangra	14 0	14 0	20 0	20 0	12 0	12 0	16 0	16 0	14 0	14 0	21 0	21 0	21 0	21 0	16 0	16 0	16 0	16 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																								
Sialkot	20 0	22 0	35 0	42 0	14 0	14 0	20 0	20 0	27 0	27 0	16 0	16 0	16 0	16 0	27 0	31 0	30 0	30 0	13 0	13 0	130 0	130 0	13 8	13 8
Gujranwala	23 0	23 0	44 0	44 0	13 0	13 0	28 0	28 0	25 0	25 0	10 0	10 0	10 0	10 0	27 0	27 0	25 0	25 0	13 0	13 0	110 0	110 0	13 0	13 0
Guyrat	25 0	25 0	35 0	35 0	14 0	14 0	29 0	29 0	28 0	28 0	16 0	16 0	16 0	16 0	27 0	27 0	28 0	25 0	13 0	13 0	110 0	110 0	14 0	14 0
Jhelum	25 0	27 0	40 0	48 0	14 0	14 0	29 0	29 0	28 0	28 0	16 0	16 0	16 0	16 0	27 0	27 0	28 0	25 0	13 0	13 0	120 0	120 0	14 0	14 0
Rawalpindi	21 0	25 0	30 0	38 0	8 0	8 0	27 0	33 0	28 0	30 0	16 0	16 0	16 0	16 0	27 0	27 0	28 0	25 0	13 0	13 0	70 0	70 0	13 10	13 10
Hazara	21 0	25 0	31 0	33 0	13 0	13 0	26 0	26 0	24 0	24 0	16 0	16 0	16 0	16 0	27 0	27 0	28 0	25 0	13 0	13 0	90 0	90 0	11 0	11 0
Peshawar	19 0	19 0	34 0	38 0	10 0	10 0	26 0	26 0	24 0	24 0	16 0	16 0	16 0	16 0	27 0	27 0	28 0	25 0	13 0	13 0	90 0	90 0	11 0	11 0
Kohat	20 0	21 0	45 0	41 0	11 0	11 0	26 0	26 0	24 0	24 0	16 0	16 0	16 0	16 0	27 0	27 0	28 0	25 0	13 0	13 0	102 0	102 0	51 0	51 0
Western—																								
Shahpur	26 0	25 0	38 0	36 0	11 0	11 0	34 0	32 0	26 0	24 0	23 0	22 0	24 0	24 0	32 0	32 0	21 0	20 0	8 0	8 0	160 0	160 0	13 0	13 0
Jhang	22 0	20 0	35 0	34 0	8 0	8 0	27 0	27 0	25 0	25 0	32 0	30 0	32 0	32 0	32 0	32 0	28 0	28 0	10 0	10 0	160 0	160 0	12 0	12 0
Multan	18 0	18 0	32 0	32 0	14 0	14 0	25 0	25 0	23 0	23 0	20 0	20 0	20 0	20 0	27 0	27 0	24 0	24 0	18 0	18 0	90 0	90 0	12 4	12 4
Bannu	32 0	29 0	73 0	69 0	16 0	13 0	50 0	50 0	30 0	30 0	9 0	9 0	9 0	9 0	44 0	44 0	55 0	50 0	15 0	15 0	90 0	90 0	50 0	50 0
D. I. Khan	20 0	21 0	30 0	33 0	8 0	8 0	33 0	33 0	25 0	24 0	16 0	16 0	16 0	16 0	33 0	33 0	25 0	25 0	13 0	13 0	107 0	107 0	30 0	30 0
Muzaffargarh	20 0	21 0	32 0	33 0	17 0	17 0	23 0	23 0	20 0	21 0	16 0	16 0	16 0	16 0	24 0	24 0	15 0	15 0	8 0	8 0	144 0	144 0	12 0	12 0
D. G. Khan	17 0	17 0	28 0	28 0	8 0	8 0	33 0	33 0	28 0	28 0	20 0	20 0	20 0	20 0	24 0	24 0	15 0	15 0	8 0	8 0	125 0	125 0	21 4	21 4
Sind and Baluchistan—																								
Karachi	15 0	15 0	...	...	11 0	11 0	18 0	18 0	16 0	16 0	16 0	16 0	16 0	16 0	19 0	19 0	...	...	8 0 and 10 0	8 0 and 10 0	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	10 0	10 0	18 0	18 0	16 0	16 0	16 0	16 0	16 0	16 0	18 0	18 0	...	...	10 0	10 0	116 0	116 0	12 8	12 8
Tar and Parkai (Umarkot)	12 0	12 0	...	...	13 0	13 0	12 0	12 0	16 0	16 0	16 0	16 0	16 0	16 0	23 0	23 0	...	...	10 0	10 0	160 0	160 0	12 0	12 0
Sukkur (Shikarpur)	17 0	17 0	...	...	10 0	10 0	21 0	21 0	21 0	21 0	21 0	21 0	21 0	21 0	21 0	21 0	...	...	...	...	160 0	160 0	11 8	11 8
Upper Sind Frontier	16 0	16 0	...	...	13 0	13 0	28 0	27 0	22 0	23 0	...	...	...	...	21 0	21 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	25 12	26 0	7 0	7 0	24 0	24 0	15 0	15 0	16 0	16 0	16 0	16 0	18 12	19 0	27 0	27 0	9 0	9 0	80 0	80 0	9 0	9 0



